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# Trail Rider

MAGAZINE

November 2000 \$2.95

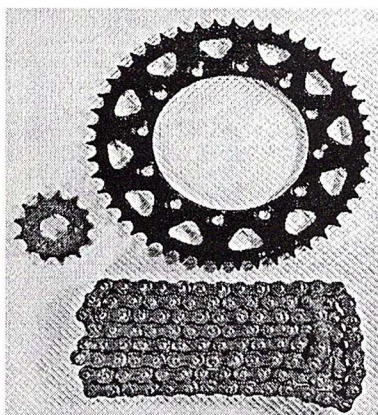


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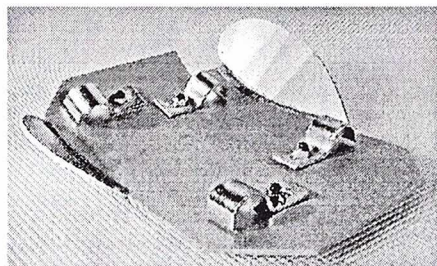
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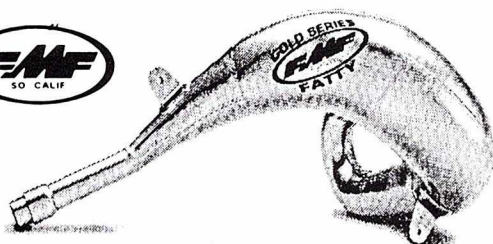
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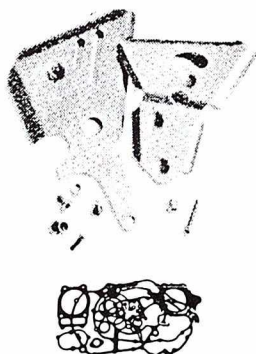


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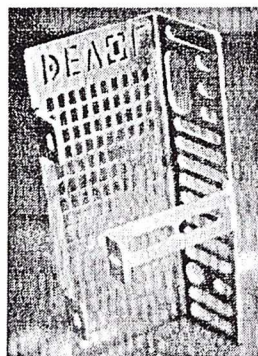
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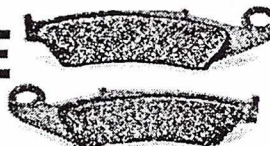
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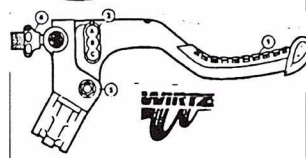


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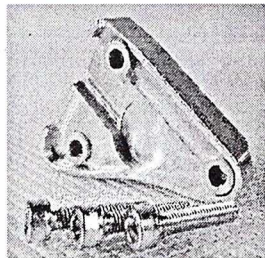
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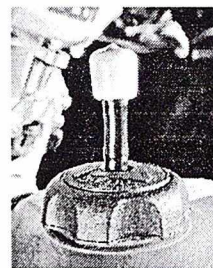
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On the cover: Italian enduro champion Jarno Boano caught in the act of climbing a rock cliff on the Aloop-kitted XR440. Boano's a class act, he rode slow with us and had fun, then went out and grabbed a couple top ten GNCC finishes. He'll be riding in an Italian club team at this year's ISDE.

November 2000  
Volume 30 Number 11

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## Pertinent Information

**Subscriptions:** Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

**Renewals:** If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

**Back Issues:** A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

**Address Changes:** If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

**Newsstand Sales:** You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

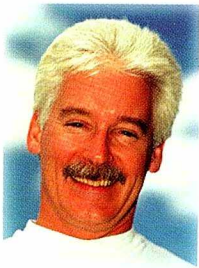
**Advertising:** Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 8,000 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

**Contributors:** We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

**Yankee Trader:** Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

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# Conservation and You

I saw a piece in the local paper the other day, accusing dirt bikes of environmental damage. These stories are always worded in a way that's calculated to make you feel guilty if you have any conscience at all. If you have any sense, however, you won't pay attention to stories like this at all. It is all nonsense, in the grand scheme of things, and worrying about "your" environmental damage when you're riding is a foolish waste of time.

If I had any doubts about my environmental conscience, all I had to do was read two more stories in the paper, which I did. The first was about a local developer's 172-unit housing project, about how wonderful it was that the fine developer was going to make all this money from his new affordable housing. He had fought for years to get the right to build on this old farm land. One of the major issues was sewer rights; in order to hook into the city sewer system he had to take the city to court, and eventually he wore them down to where they finally gave him a permit to build.

The sewer issue brought to mind a series of stories I'd been reading for at least the past year. Every few issues or so, the paper gives a couple inches to the town's water crises—this is the town next to mine, the same one with the new housing development going up. It seems the town has several water wells, say three out of maybe ten total, I forget, that aren't producing any more because they've "run dry." They pump this water into high tanks and then sell it to the residents in town that are hooked into it. The trouble is, the town falls into a conservation area of the state that is closely controlled (supposedly) to constrain environmental damage to the remaining natural areas of the state. What this means to the water company is it's virtually impossible for the town to drill new wells or deepen existing wells. The issue of sewer rights made the paper big time about a year ago with this housing project, although very little was said about what these new houses were going to do for water, if the town was already pinched for it.

What does this have to do with riding? Very little so far, but stay with me. Further along in the paper I come across one of those obscure page four pieces that fill in the space between the ads, and it's about the state forest officials putting together a task force to investigate something. We live virtually right up against the Wharton Tract, a huge piece of state forest in South Jersey. The Wharton Tract is only one of a half-dozen or so state forests in this end of the state. Underneath the Wharton Tract, and indeed under most of South Jersey, are huge aquifers, basically huge underground "lakes" of

pure, sweet water (outside of the areas tainted by toxic waste dumps, that is).

What the forest service officials want investigated is this: Rangers have brought to the state's attention that in spite of a higher rainfall than normal, many of the hundreds of small ponds in the state forests are losing volume. The water level is dropping; basically they are slowly drying up. The forest service officials in Trenton are very concerned, and they want a full

Damage? In a gravel pit? It's all yellow subsoil, the stuff they use for fill in new home construction. Nothing can grow on it, it can't support plants. It was gouged out of the earth with huge equipment after the trees were sawn down and the topsoil was all scraped up and hauled away. Can we damage this with dirt bike tires? I don't think so.

If you want to see real damage, come to the other end of town and look at the housing devel-

*"Next time someone around you starts bitching about environmental damage, point out the nearest \$400,000 home on a 'minimum four-acre lot.' In the mean time, don't feel bad about riding your dirt bike. You're not hurting anything."*

investigation to find out what's happening to the pond water.

Well, duh?

All they have to do, as far as I can see, is read the front pages of my local paper. And read the front pages of the local papers all around here. Everybody is having a water problem. People all around me are having trouble with their wells. Basically they have to have them blown out and then drop the intake in deeper—if they can—because the water level is dropping. The ponds are going lower because the aquifer is losing volume, and it's all happening because we are building too many new homes and pumping too much water out.

When you ride a dirt bike, all you're doing is scooting along a trail in the woods. Maybe it makes a little noise when you go past a hiker, but that's about it. Your tires grinding along the earth do absolutely nothing to the soil that is going to hurt it in the long run. If you close a trail, stop using it, the undergrowth grows back quickly. In a year, around here, it's awful difficult to find a trail that hasn't been cleaned. In two years, there is no trail any more.

The armchair environmentalists around here like to cry "environmental damage" when they list the bad traits of those awful dirt bikes. A few weeks back I got into a letter writing duel with the paper over a gravel pit kids were trespassing on to ride, and one of the things noted in the story was the old "environmental damage" cry.

oment with an uncertain water supply, where a cow pasture and farmer's fields used to be. Damage? They want to turn the gravel pit into a golf course. Do you have any idea how much top soil they would have to bring in, what quantity of liquid fertilizer they'll have to pump into that soil in order to get it to support a non-native species of grass? Many tons of it. Fertilizer that will leach into the already beleaguered water supply, I might add.

Here's the last straw. About a year and a half ago I read in the paper that the owners of a local private wildlife refuge were selling off part of their tract of land to home developers. They were doing it because they needed the money, and they justified it—in print—by saying "that piece of forest doesn't have any significant wildlife in it anyhow."

I'm sure the deer might have a different opinion, but nobody is listening to them. The land in question did have some fine old Boy Scout hiking trails on it that made dandy motorcycle and mountain bike riding habitat. They're gone now, with the way blocked by \$400,000 single family homes on minimum four acre lots.

Next time someone around you starts bitching about environmental damage, point out the nearest \$400,000 home on a "minimum four-acre lot."

In the mean time, don't feel bad about riding your bike. You're not hurting anything. ▲



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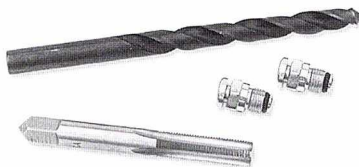
## Way Too Much KTM Stuff!

This issue is packed with KTM news and information, mostly because we went to Austria last month and saw the factory first hand. There's so much there to see, and we want to try to pack it all in one mag to get it all out at once. So if you're a, say, Yamaha fan, bear with us. They will get their day in the sun. For the moment, look at everything KTM has been doing and we hope you enjoy it.

Three photos didn't make it into the story on page 28, and we want to stick them in here because they're interesting. The first is a shot of a 125EXC just coming off the assembly line while we were there. It's a 2001-spec EXC with special Granada Six Days graphics on it. They were producing a handful of these while we were there, and when we asked what they were for we were told they were a special model for the American market, to be available this fall. Whether that meant for the American riders at the ISDE or for general distribution we're not completely sure. You might be able to pick up one at your dealer's, so ask about it.

The other shot is a bike we don't think you'll ever see in the States. It's a KTM mountain bike, full suspension and dual disc brakes. The KTM Sportmotorcycle factory doesn't own even a piece of KTM Bicycles, they are a totally independent company. Your dealer won't have one of these unless he goes to Austria and gets it.

The third shot is of former 250cc Motocross World Champion Heinz Kinigadner and Enduro World Champion Giovanni Sala, who were both just hanging around at the factory when we got there. The reason they look so impressed is because they're looking at pictures of the palatial Trail Rider Towers in Medford Lakes. Actually we showed them photos of the World Trade Center in New York, and told them it was ours. How are a couple of foreigners going to know any different?



## Pro Bleeders

Motion pro has a Pro Bleeder kit that will fit any set of forks. What you do is drill a hole in the cap, tap the hole and then screw in their special bleeder buttons. The cool thing is that the drill bit and tap is included in the kit, so you really can't go wrong. To bleed excess air build-up in your forks, hit the button and listen for the hiss. Couldn't be easier, and it only costs \$37.70. Contact them at (650)329-0427, or see the Web site at [www.motionpro.com](http://www.motionpro.com).

## KTM Collects Championships

This has been a busy year for KTM in Europe. The company recently won the 125cc World MX Championship with South African Grant Langston at the controls of a 125SX, and the 500cc World MX Championship with veteran rider Joel Smets as the pilot. Langston wowed everybody by coming from a tenth place finish last year to utter domination of the series this year, and he's only 18 years old. Smets, who is well known to 500cc MX circles, set new records this year all along, outpacing Roger DeCoster's record for career moto wins, and becoming the winningest GP MX rider in history. It doesn't stop there. KTM pilots winning classes in the World Two-Day Enduro

Championship include Juha Salminen in the 125cc class, Ruben Matteo in the 250cc Four-Stroke class, Mario Rinaldi in the 400 Four-Stroke class, and Kari Tiainen in the over-500cc Four Stroke class. The only class KTM didn't win, the 250cc Two-Stroke class, went to Stefan Merriman, riding a Husky 250WR.

dessert, and in the museum you can see the original 1899 contract that sold the rights to Jell-O gelatin for \$450, unusual and rare promotional items, and lord only knows what else. It's certainly worth at least a 500 mile detour, just to say you did it. Just go to LeRoy, find the Historical Society, and you're there. I wonder if they have a snack bar? Yum!

format will be two 20 minute heats, and then the best riders in class from those heats race a final 20 minute Grand Prix event. The course will be a short one and a half to two miles, and various locations will be used. There are no points involved, it's not a series championship or anything, just a group of low-key races. For more information, contact Gordie Coyle at (781)294-8355.

## 2001 Machines

We're receiving new model introduction materials every day now, and next month we'll have all the news about the new Husqvarnas, Husabergs, Gas Gas machines and more. We're also supposed to go to California in November and ride the new YZ250 and WR250 four-strokes, and if it works out expect to see a report on them in the January issue. So many new bikes, so little time to ride!



## New Catalog

Summers Racing Components has a new catalog out, chock full of the innovative products that keeps this company right on the edge. A lot of their parts were originally built for the Honda XRs. But now they have a number of products for other machines as well. Get them to send you one by calling (800)221-9752, or see their Web site at [www.srcinc.net](http://www.srcinc.net).

## Pilgrim Sands

## Winter Series

There's a new series of races scheduled for this winter in New England. The Pilgrim Sands club in Southeast Massachusetts is proposing a new "short course scrambles" series. This series is not sanctioned by NETRA nor the AMA, but is insured through the club, and is intended as a way to have fun this winter and maybe stay in shape over the long cold months. The race

## AMA Keeps Growing

The American Motorcyclist Association announced this fall that its membership roles passed 270,000 so far this year, a new record. The AMA has grown by 35 percent since 1994, when membership topped 200,000.

## Did You Vote?

Hopefully, the presidential election is over by now, and with luck, the right people won. We found this cool picture of a western rancher's sign on the internet that pretty much describes the land policy of the Clinton administration. Hopefully they're gone now....

## There's Always Room

We get a lot of press releases here, and some aren't even related to dirt biking, so we toss them in the round file. Some, though, are so far out in left field they actually come back into the park, and this one takes the prize. So we're going to let you know about the new and improved Jell-O museum in LeRoy, New York, and tell you you have to go and see it. LeRoy, of course, is the birthplace of the playful 103-year old





## Hatfield-McCoy is Open

The Hatfield-McCoy Trail System officially opened on October 9th, with a dedication ceremony at the authority office in Lyburn, West Virginia. Hatfield-McCoy is a proposed 2000 mile trail system in southern West Virginia that has been previewed the last few years in small bites, and this is the first official opening of sections of the trail. Two sections are located in Logan County near the towns of Logan and Man, and one section will open in Mingo County near Williamson. When you purchase a user permit, you will receive a project map with directions to the trailhead. The user permits are available as an annual permit for WV residents for \$25, out of state residents for \$50. A three day permit is \$15. The WV in-state permits cost less because West Virginia taxes went towards building the trail system. It's all going to be well worth it, we've heard rave reviews about the trails folks have ridden so far. For more information, see the informative Web site at [www.trailsheaven.com](http://www.trailsheaven.com), or contact them at Hatfield-McCoy Recreation Area, P.O. Box 539, Lyburn, WV 25632, 1-800-592-2217.

## 4th Annual ISDT Reunion

The bad news is that we missed the 4th annual ISDT Reunion this year, and it was a good one. It's a small event, but it was twice as large as it has been in the past, and this year such veterans as Kevin Hines, Ron Ribolzi and Kevin Lavoie were there. The good news is that Jeff DeBell was there to write it all up for us, and there should be a story and a lot of good pictures next month.

## Acerbis Gear Here

The 2001 Acerbis Gear Catalog is now available. In it you'll find all the clothes Acerbis is selling this year, and it's more than you think. Ton so stuff, including the new Sphere boots, Zoom chest protectors, Impact riding gear, everything. Get it by calling Acerbis at (800)659-1440.

## Calling All Cyclewackos

Advanced Recreational Products, Inc., sent us a press release letting us know that they opened a new Web site called [Cyclewacko.com](http://www.cyclewacko.com). It is, as they say, and on-line resource for motorcycle enthusiasts looking for quality motorcycle parts. They're offering a ten percent discount for first-time orders on the site, so check them out at [www.cyclewacko.com](http://www.cyclewacko.com). ↑

## Where To Ride

11/01 ISDE Granada, Spain  
11/04 NETRA Jack Frost Jr. Enduro, Winchendon, MA  
11/05 ECEA MCI Hare Scrambles  
11/05 NETRA Black & Blue Enduro, Stafford, CT  
11/12 ECEA Ridge Riders Hare Scrambles  
11/19 ECEA Meteor Hare Scrambles, Manahawkin, NJ  
11/19 NETRA Pilgrim Sands Fall Turkey Run, Assonet, MA

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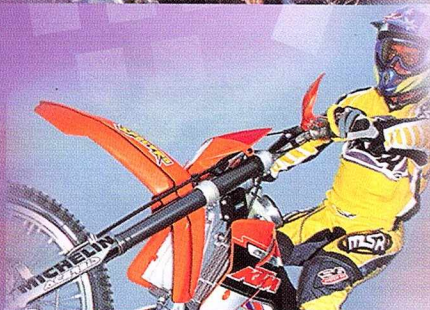
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# Get Into Position



I've been looking around at the races, and I don't like the way a lot of you are sitting on your bikes. I know I've talked about this before, but you can save yourself a lot of pain and suffering just from changing your riding position on the bike. You'll also make your bike much more controllable in the process.

There are two ways you can ride a bike: standing up or sitting down. Both work. You'll need to be able to do both in order to ride the best, so you're not doing anything wrong there (unless you sit down all the time). Standing or sitting, there are three ways to ride the bike: too far forward, just right, or too far back. You can't be in perfect position all the time, but you can try, and you can also set up your bike to encourage yourself to try to stay centered on the bike. Here's how I'd suggest doing it.

My mechanic, Al Randt, says that the best control lever position is ten degrees below horizontal. After riding his bikes for a few years now, I guess I agree with him. Ten degrees is just a little bit down from flat level; you can estimate it, I'm sure Al measures it with a protractor. What I do know is that if the levers are too far down it will tend to force you forward on the bike, and that's not good. If they're rocked back to level or above, they will force you to stay seated on the bike. All of this goes out the window when you look at Shane Watts' bike. He sets his levers almost ten degrees above horizontal, stands up almost all the time and rides very fast. What can I say? For most of us, ten degrees down is best. You want the levers set so they feel good either sitting or standing, so test both ways.

If you ride a KTM, you know that the handlebar position is adjustable as well, and some other bikes might have a similar feature. I think it works out to be about six positions on a KTM, over a range of 20 or 30 degrees forward or back. It's really important to test-ride your bike, trying different positions of the handlebar until you get the bike to fit right. You want to be able to stand while riding, without feeling like you're pushing or pulling on the handlebars. One of the many KTM handlebar positions ought to work for you, otherwise you should change your handlebars for a different bend, anything to get totally comfortable with the bike. I know some guys who change footpegs as well, all trying to find the most comfortable position. If you can feel good standing up, I know the bike will feel good sitting down.

If your bike just doesn't feel good standing up, I'll bet you've got the handlebars rotated too far back. Try riding with the bars rotated forward—start by trying them WAY forward, and then work back from there. You want the bars to make you sit up; you don't want them back so far that it feels good to slouch in the seat.

Once you get the bike set so that it isn't fighting you when you stand, you'll be able to feel what a good riding position feels like. In this position, your elbows should be up, your arms and knees bent a little bit (when you're standing) and you shouldn't feel like you're holding yourself up with the handlebars. When you get your set-up to this point, you'll be finally riding in a good, aggressive position. At that point all the other riding tips I give you will work better, and you'll be safer, more comfortable, and faster on the bike.

I've included a few pictures of a good-looking guy on a bike to demonstrate, check them out and get your bike set up right. ▲



**Find that lever angle.** 10 degrees below horizontal is the magic number for me, maybe you too.



**Wrong.** Having your levers too high forces you to sit down and slouch.



**Right.** Get your levers to the right angle, and get into the attack position.



**Wrong.** Look familiar? Sit down and slouch is a great way to go slow and get beat up by the bike.



**Right.** Not too forward, not too far back, elbows up and ready for anything.



**Wrong.** Way too far back, front end too light, guaranteed to get you into trouble except on whoops.



**Right.** Head over the headlight, arms at the same angle as the forks, neutral position on the bike.



# HOT LAPS

Lawson and Timothy head down to the wire

## Rooty Pilgrim

Round 10, Freetown, MA 8/6

**A**fter New Hampshire's mounds of mudfest, it was off to the Rooty Pilgrim. The club laid out a 12 mile course consisting of, that's right you guessed it, roots and roots and more roots. They threw in a few rocks, stumps and a little mud just to keep it interesting.

The Juniors and Minis took off first, running only two laps. Scott DeCosta continued to dominate the class, taking the win with just over 90 seconds on second place Ryan Pytko. Patrick Corcoran took third place, down just another thirteen seconds. Gregg Hamel finished in fourth, down only two seconds more. Matt Forest made a sweep of the Mini class, taking first place with four minutes over second place Aaron Koehler.

Heidi Landon took the win in the Women's class. Newcomer Sandra Rubchincik finished in second with Dawn Shayer taking third.

Greg Meacham cruised in for the Novice class High Point in the next morning race. Meacham completed the three lap event in just over two hours seven minutes. Meacham finished five minutes ahead of second place Victor Jorge. Jorge took home the first place trophy in the Novice 250 class.

The Amateurs and Experts ran four laps of the twelve mile course, with Midtown Husky's DJ Lis taking the holeshot, followed by Ronnie's Cycles, Factory Connection, Scotts, Bridgestone, Clarke, Pro Circuit-backed Brian Lawson and Chris Panzella. Lis held the lead until about two miles out when both Lawson and Panzella caught and passed him. Lawson immediately got stuck in a waterhole and turned the lead over to Panzella. It took Lawson close to a minute to dislodge his bike. Lis and Santheson also snuck by, leaving Lawson in fourth place. But not five miles into the lap, Lawson caught back up and passed Santheson. Panzella held the lead for the remainder of the lap with Lis in second, followed by Lawson.

At the start of the second lap, Panzella headed into the pits, handing over the reins to Lis. Lis and Lawson swapped the lead for the entire second lap with Lis out in front as the riders headed into the third lap.

"I was going into the first muddy root section on the third lap and I just went down and soaked my gloves," said Lis. "I just went completely face first." program, IMS, Pirelli-sponsored Lis moved from first place into fourth. This allowed Lawson to distance himself from Lis as they headed into the fourth and final lap. Panzella and Santheson weren't so lucky, and by the end of the third lap, Lis had caught and passed both riders moving up into second place.

Santheson was now in third place with a new rider taking over fourth place, Jeff Staples. The Expert 250 rider had been steadily moving himself up through the pack picking off Expert 250 and AA riders each lap. By the start of the final lap, he was right on Santheson's rear fender. Torco, Factory Connection's

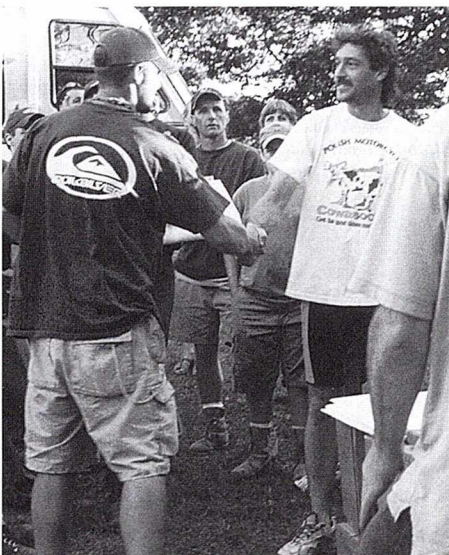
Staples quickly overcame Santheson and moved up into the third place position. The two riders battled it out for the entire lap with Staples holding fast, unwilling to relinquish his position.

When the flag dropped it was Lawson taking the win, his second of the season. Lis crossed the line in second, but with adjusted time it was Staples taking second place overall. Staples finished just thirty seconds behind Lawson, the closest an Expert rider has come to taking the overall this season. Lis moved back into third place, down just fifteen seconds more. Santheson took fourth with Panzella rounding out the top five.

Shawn Mason was the second Expert rider to cross



Brain Lawson was the overall winner at the Rooty Pilgrim, and third overall at the Salmon Run.



Jason Vayo (wearing cap) accepts the Jimmy Chunks Memorial Trophy from Jimmy's brother Bob.



Pat Timothy moved closer to another NETRA championship with a win at the Salmon Run hare scrambles.

the finish line, taking first place in the Expert 250 class. Keith Callahan came around next, down 27 seconds to take home first place in the Expert 200 class. The Amateur High Point went to none other than Scott DeCosta. DeCosta had over ten minutes on the next Amateur rider.

## Salmon Run

Round 11, Union, CT 8/20

**H**as anyone noticed that every time we head to Union, Connecticut, it's like a complete deja vu? The weather is always the same, the track looks just like it did last time we saw it, Martin, well, he never changes. The only thing to ponder about Union is "how deep is the water hole going to be?" Well thankfully, it dropped about two feet since the last race, making it passable for all but the psycho riders that like to give the crowd a thrill and a soaking.

Forty nine Juniors, Minis and Women started the day off, running five laps of the six mile course. Scott DeCosta grabbed the lead right off the start. By the end of the first lap, DeCosta had thirteen seconds on second place Gregg Hamel. Benedict Schiemyer was in third down another thirty seconds. (This time didn't take into account that DeCosta started four rows behind the two riders). DeCosta cruised in for the win after five laps with one and a half minutes over second place Hamel. Tim Langenback passed Schiemyer





Tom Norton came to the Salmon Run and picked up second overall on his VMR Yamaha.

on the second lap taking over third place. Langenback held third right to the end, edging out fourth place Schiemer by ten seconds.

Only three Mini riders completed all five laps. Matt Forest was the first coming across. Back five minutes in second place was Aaron Koehler. Grant Swanson took third down another fourteen seconds. In the Women's class it wasn't such an easy win. Dawn Shayer and Susan LaFlamme stayed within thirty seconds of each other the entire race. Shayer had the lead

<b>Rooty Pilgrim Class Results</b>		1. Chuck Cargeol	Yam	<b>Novice Senior</b>	1. Rick Avery	KTM	4. Doug Fox	Hon
<b>Overall Champion</b>		2. Brain Natsishay	Suz		2. Robert Doyle	Kaw	5. Gregory Cotter	KTM
<b>Jeff Staples</b>		3. Chris Chilly	Hon		3. Chuck Natsisky	Kaw	<b>Amateur Senior</b>	
<b>A High Point</b>		4. Eric Lovendale	Hus		4. Bronie Rozenas	Hon	1. Paul Mancini	KTM
<b>Scott DeCosta</b>		5. Mark Maruch	Hon	<b>Novice 200</b>	5. Miles Briggs	KTM	2. Gerard Grundman	Hon
<b>B High Point</b>				1. Kevin Bell	KTM		3. Peter Anania	Hon
<b>Greg Meacham</b>				2. Clinton Angwin	KTM	<b>Super Senior</b>	4. Steve Labrecque	KTM
<b>C High Point</b>				3. Mark Marshall	Kaw	1. Paul Lussier	5. Brian Provencher	Kaw
<b>AA</b>				4. Carl Armetta, Jr		2. John Caripetti	<b>Expert 200</b>	
<b>1. Brian Lawson</b>		Yam		5. Don Bouchard	Hon	3. Henry Nietsche	1. Keith Callahan	KTM
<b>2. DJ Lis</b>		Hus		<b>Novice 250</b>		<b>Amateur 200</b>	2. Lorne Goralnik	KTM
<b>3. Bob Santheson</b>		Hon		1. Greg Meacham	Kaw	1. Scott DeCosta	3. Mike Wolf	Kaw
<b>4. Chris Panzella</b>		KTM		2. Victor Jorge	Hon	2. Jared Wheelock	4. Dan Young	KTM
<b>5. Matt Jalbert</b>		KTM		3. Ryan white	Suz	3. Eric Parent	5. Evan Chochrek	Hon
<b>Junior</b>				4. Daniel Nietsche	Hon	4. TN Swistro	<b>Expert 250</b>	
<b>1. Scott DeCosta</b>		Suz		5. Daryush Donyau	Kaw	5. Jarrard Ings	1. Jeff Staples	Hon
<b>2. Ryan Pytko</b>		KTM		<b>Novice Open</b>		<b>Amateur 250</b>	2. Shawn Mason	KTM
<b>3. Patrick Corcoran</b>		Yam		1. Bill Wilson	KTM	1. Todd Ely	3. Jim Senecal	Suz
<b>4. Gregg Hamel</b>		KTM		2. Timothy Reynolds	Hon	2. Robin Allsop	4. Jim Edmonds	Yam
<b>5. Paul Dellaghelfa</b>		Yam		3. Kurt Seebeck	Suz	3. Ed Barter	5. Gus Bender	Hon
<b>Mini</b>				4. W. Andrychowski	KTM	4. Mike Coleman	<b>Expert Open</b>	
<b>1. Matt Forest</b>		Kaw		5. Keith Roberts	Yam	5. Dan Noble	1. Robert North	KTM
<b>2. Aaron Koehler</b>		Kaw		<b>Novice Four Stroke</b>		<b>Amateur Open</b>	2. Pete Byrne	Yam
<b>3. Grant Swanson</b>		Hon		1. Brian Clyne	Hon	1. Edward Ilves	<b>Expert Vet</b>	
<b>4. Mike Sullivan</b>		Hon		2. Tom Wallace	Yam	2. Todd Frias	1. Mark White	Suz
<b>5. Derek Grundermann</b>		Kaw		3. David Galante		<b>Amateur Four Stroke</b>	2. Martin Mears	KTM
<b>Women</b>				4. Frank Wilcox	Hon	1. John Morrison	3. Ken Held	KTM
<b>1. Heidi Landon</b>		Hus		5. Bryce Sommerhoff	kaw	2. Nathan Hubbard	4. Dave Dzenutis	Hon
<b>2. Sandra Rubchink</b>		Yam		<b>Novice Vet</b>		3. David Oram	5. Art Randolph	Yam
<b>3. Dawn Shayer</b>		Yam		1. Jeffrey Green	KTM	4. David Gargiulo	<b>Expert Senior</b>	
<b>4. Sue LaFlamme</b>		KTM		2. Randall Burr	Kaw	5. Chris Nicholas	1. Roger Billharz	KTM
<b>5. Dawn Silvia</b>		Kaw		3. Jim Antes	Yam	<b>Amateur Vet</b>	2. Norm Turnberg	Yam
<b>Novice 125</b>				4. Raymond White	Yam	1. David Bonsall	3. Rick Erikson	KTM
				5. Brian Thomas	KTM	2. Stephen Morris	4. Robert White	KTM
						3. Danny Cahill	5. Richard Merrill	Yam

each time through the barrels, including the important final lap, giving her the Women's class win with just twenty seconds on LaFlamme.

In the Novice class, Gregg Meacham backed up his previous weekends' High Point with another runaway

win. Meacham took the overall with over nine minutes on the next rider, Michael Moynihan. Moynihan took home the first place trophy in the Novice 250 class.

The Experts and Amateurs were the final riders to head out onto the track. One hundred and thirty three

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Back and forth battle: Hans Neff is about to pass Robert Langenback at Salmon Run, and then get passed back.

riders lined the road for the start. RER, C-Cycle, WER, Answer, FMF, Spectro, DP Regina's Patrick Timothy and Brian Lawson were the only two AA riders on the front line. Timothy grabbed the hole shot followed by Lawson. Next off the line were Dennis Decker, Bob Santheson and Midtown, Pirelli, Bell Helmet-backed DJ Lis.

By the end of the first lap Timothy had put almost one minute on second place Lawson. Decker was still in third place followed by Lis and Tom Norton. "I got the start on Ronnie's Cycle's Lawson, and within a 100 yards or so I couldn't hear him anymore," said Timothy. "I don't know what happened but he was instantly not there. I really wanted to win this race and I rode hard."

Timothy continued to increase his lead each lap over

#### Salmon Run Class Results

Patrick Timothy KTM  
**Overall Champion**  
Kris Mooney KTM  
**A High Point**  
Jason Vayo Hon  
**B High Point**  
Greg Meacham  
**C High Point**  
AA

1. Patrick Timothy KTM  
2. Tom Norton Yam  
3. Brian Lawson Yam  
4. Bob Santheson Hon  
5. Dennis Decker KTM

**Junior**  
1. Scott DeCosta Suz  
2. Greg Hamel KTM  
3. Tim Langenback Suz  
4. Benedict Schiermyer  
5. William Rowe

**Mini**  
1. Matt Forrest Kaw  
2. Aaron Koehler Kaw  
3. Grant Swanson Hon  
4. Mike Sullivan Hon  
5. Jared Boothroyd Kaw

**Women**  
1. Dawn Shayer Yam  
2. Susan LaFlamme KTM  
3. Dawn Silvia Kaw

**Novice 250**  
1. Greg Meacham  
2. Michael Moynittan Yam

3. Josh Daignault Yam  
4. Scott Sternberg Hon  
5. Daryush Donyavi Kaw

**Novice 125**  
1. David Broderick Suz  
2. Nick Palazzi Yam  
3. Nick Fogarty Yam  
4. Josh Ratti Hon  
5. Justin Miller Yam

**Novice 200**  
1. Dan McArcliffe Kaw  
2. Peter Wols KTM  
3. Carl Armetta Kaw  
4. Mark Marshall Kaw  
5. Frank Riganti KTM

**Novice Vet**  
1. Marc Gionta Kaw  
2. Michael Euctace Kaw  
3. Joe Bachiochi Hon  
4. Joseph Cebik Yam  
5. Brian Curran

**Novice Open**  
1. Al Whaples Hus  
2. Steve Ennis KTM  
3. Bill Kelly KTM  
4. Bill Andrychowski KTM  
5. Robert Didonato Hon

**Novice Four Stroke**  
1. Jody Shirey Hon  
2. John Belard Hon  
3. Kevin Bartley Hon  
4. Tim Diggins Yam  
5. Mike Hardick Hon

**Novice Senior**  
1. Rick Avery KTM

2. Robert Doyle Kaw  
3. Thom Rodrigue Kaw  
4. Jeff Clark Hon  
5. Robert Gaiber Hon  
**Novice Super Senior**  
1. Richard Tessier KTM  
2. Paul Lussier KTM  
3. Thomas Simeon KTM

**Amateur 250**  
1. CJ Chasse KTM  
2. R. Allsop Yam  
3. W.J. Flynn Yam  
4. Ryan Jump Kaw  
5. E. Barter Yam

**Amateur 200**  
1. Jason Vayo Hon  
2. R. Dence Suz  
3. Jared Wheelock KTM  
4. Corey Murdock Yam  
5. Michael Bushey

**Amateur Vet**  
1. Eric Reinhard KTM  
2. S. Morris Suz  
3. James St. Laurent KTM  
4. Wade Rahnlow Kaw  
5. R. Galaska CZ

**Amateur Four Stroke**  
1. Mike Marvin Hon  
2. John Morrison Hon  
3. D. Oran Yam

**Amateur Senior**  
1. Steve Lobrecque KTM  
2. P. Mancini KTM  
3. B. Provencher Kaw  
4. D. Dufresne Suz

5. R. Stevenson KTM  
**Amateur Open**  
1. S. Sheppard KTM  
2. J. Chenkus Hon  
3. Edward Ilves KTM  
4. Tom Cooley KTM

**Expert 250**  
1. Kris Mooney KTM  
2. Jeff Staples Hon  
3. Jim Sinecal Suz  
4. Ryan Dellagheffa Yam  
5. Josh Hackett Hon

**Expert 200**  
1. Todd Santheson Hon  
2. Lorne Goralnik KTM  
3. Denny Anderson KTM  
4. Robert Langenback Suz  
5. Mike Peristere KTM

**Expert Vet**  
1. Russell Bain Hon  
2. Art Randolph Yam  
3. Justin Spinney Yam  
4. David Dzenuits Hon  
5. Mark White Suz

**Expert Open**  
1. Bill Reiss Yam

**Expert Senior**  
1. Dave Kanney KTM  
2. Roger Billharz KTM  
3. Robert White KTM  
4. Norman Turnberg Yam  
5. Steve Formanek Yam

**Expert Four Stroke**  
1. Jim Green Suz  
2. Steven Kanya KTM

second place which was now held by Norton. "I caught Lawson at the end of the second lap," said Norton. "Every time I went to go by he'd just grab a handful and pull away. I finally got by him at the end of the third lap."

Not half way into the third lap, VMR's Norton slid

out on an off camber section, turning second place back over to Lawson. Norton would regain second place again only to fall in the same area for the next few laps. Lawson was never far behind, taking advantage of each opportunity. But as the riders headed into the fifth lap, Lawson started to fall off the pace. "I was

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Second place B Four Stroke went to John Morrison at the Salmon Run hare scrambles.

just having a bad day," shrugged Lawson. "I just kept crashing. I was all over the place. Nothing seemed to work."

At the end of the fifth lap, Lawson was down thirty seconds from second place Norton. Timothy was pushing it hard out in front, increasing his lead to just under two minutes.

The real action was happening further back. For the first half of the race, Dennis Decker and Bob Santheson were full-on continually trading places. The two riders were within ten seconds of each other at the end of each lap. Closing right behind them were Expert 250 riders Kris Mooney and Jeff Staples. Mooney and Staples were both looking for another Expert class high point and by the start of the fourth lap, they were also looking at a possible top five finish for both of them.

As the riders headed into the final three laps, less than one minute separated the four riders. Ronnie's Cycle, Spectro, Big Boys Toys, Pub Racing-backed Mooney had moved himself up into fourth place, putting some time on Staples and adding a few riders between them, Santheson and Decker. But as the final laps started to unfold the riders began to spread out. Staples was the first to fall back. "On the second to last lap a rock hit and bent my chain guard," said Staples. "My sprocket even got bent, and my chain fell off. I stopped to put it back on and almost got run over."

Staples' possible top five finish was quickly diminished when he was passed by both Nate Kanney and Dave Simcock. Mooney continued to push it on the final lap, putting almost a minute over Santheson to take fourth place overall and the Expert class high point. Santheson finished in fifth place with another minute over sixth place Decker. Staples managed to salvage ninth place overall and first place in the Expert 250 class.

Timothy went on to take another win, moving himself one step closer to his third championship. Norton finished in second place down just over two minutes with Lawson taking third down another two minutes.

The Amateur class High Point went to Honda 125 rider Jason Vayo. Vayo also took home the Jimmy Chenks Memorial Trophy. Chenks was an Amateur 200 rider who died earlier in the year in a riding accident. His family dedicated a memorial trophy in Jimmy's name that was given the first place rider in the Amateur 200 class. Bob, Jimmy's brother, was given the honor of presenting the trophy. ↑

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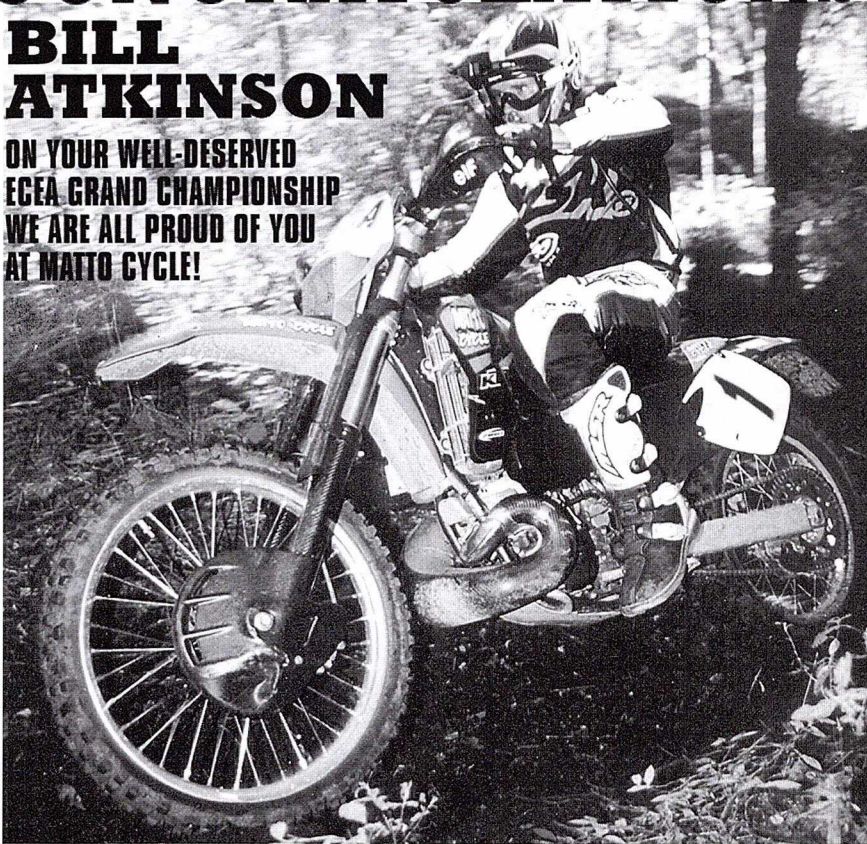
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by Mark Uth, Photos by Jungle Dave

**Mauricetown, NJ 8/27**

Jack Lafferty, Jr. nailed down his first win of the 2000 season at this year's Beehive Enduro. The Bromley Suzuki, Silkolene, Twin Air, Moto Tassinari, MSR, Scott Goggles, Arai, Enduro Engineering, WER, Factory Effects, Tsubaki, Tech Tube, Cycra, Pro Clean, Dyno Port-sponsored rider posted the only 24 point card for the day, aboard his trick RM167 hybrid. Good fortune was smiling on this rider, who hails from nearby Port Elizabeth. On a day that was pretty much decided by two lengthy special tests, Jack managed to slip in under the wire in each, carding out at 6:58 and 6:56, respectively. This proved just enough of an edge to claim top billing.

A trio of 25 point cards vied for runner-up honors. First among them was YZ250 pilot Mike Bradway (Yam), whose 1067 emergency points provided the thinnest of margins to earn him the High Point A prize. A scant six seconds behind Bradway was Steve Pfeffer (Kaw), who took home third overall honors and the first place trophy in the A250 class. It was a satisfying finish for the Woodbury Powersports sponsored rider, who was competing for the first time after a lengthy layoff due to a leg injury. Marc Grossman (Hus) rounded out the day's top finishers, pushing his TE410 to a fourth overall finish.

Race day weather was typical for summer in South Jersey, although perhaps cooler than it could have been in the morning. Day time highs rose into the upper 80s with near 100% humidity—not your ideal riding conditions. Skies were mostly clear with an occasional light breeze.

The Competition Dirt Riders had laid out a three loop course, divided by two remote gas availables. Weighing in at a tad less than 70 ground miles, the course ran for 20 miles each in the first and third loops, 30 in the middle loop. Riders' progress was timed in four points-taking sections, one in each of the shorter loops, and two long special tests in the second loop, each measuring nearly ten miles. Both of these long sections had a late mid-check as well as the final check-out to take points. To their credit, the club appropriately used check-ins and check-outs in each of the special tests to ensure fair play.

Condition-wise, the course was dry without being too dusty. This was essential, as the course ran in fast, mostly open woods through mixed stands of deciduous and needled trees. Firm soil conditions

minimized whoop-de-dos, however braking and acceleration bumps for later rows were real teeth-chatters. There were some really cool serpentine sec-



Jack Lafferty Jr. broke a long dry spell with a win at the annual Beehive enduro. Below: Joe Cartwright came in second in the B125class.



tions hewn into stands of mountain laurel and the obligatory dodging of the Apoidea species. Some got stung anyway.

While there were no stoppers to be found throughout the ride, the Beehive event is not the easy cake run it once was. However, it mostly foregoes any extreme technical trail challenges, making it a good beginner's ride. As such there were nearly 475 entrants, with more than 400 finishers turning in cards. The vast majority of non-finishers were also non-starters.

## Lafferty's RPM Suzuki 167

Having first trifled with 125cc race bikes last season with promising results, Jack Lafferty, Jr. took the plunge this year, committing himself to racing an RM125, albeit one with a kitted motor built by Rick Petersen Motorsports (RPM) of San Bernardino, California. The RPM 167 kit is a neat and well thought-out upgrade that employs both a larger bore and longer stroke to achieve the greater displacement. However, rather than depending upon custom made parts of unproved quality and durability, the entire RPM kit is constructed from modified stock RM125 parts. The cylinder is bored out, ported, polished and re-plated, retaining the good heat transfer characteristics of the stock unit. Similarly, the RM125 crank is disassembled and modified to relocate the crank pin, thus increasing stroke. Finally, the stock head is modified to accommodate the longer stroke and tune performance. Their only deviation from stock, the RPM kit uses a special order Wiseco piston which is only available through RPM. An interesting note, RPM forgoes any engraving or other external markings that positively identify their handiwork. As a result, there's absolutely no indication of what really lies within.

Performance wise, Jack Jr. claims that there is a big increase in low end power over the stock RM125 engine. "The new motor eliminates that classic 125 bog," Jack explained. "It doesn't fall on its face so much when the engine drops off the pipe." As such, power pulls much better off idle, making it easier to ride. Fortunately, the 167 kit doesn't trade midrange or top end either. It still hits hard and continues to pull at eye-watering engine speeds. Jack also noted the RPM kit has proven extremely durable and reliable over the course of the season. A drawback of many kit motors, he literally had half a season's racing on the top end before he replaced the piston and rings prior to the Beehive event. That's a lot of racing for any top end!

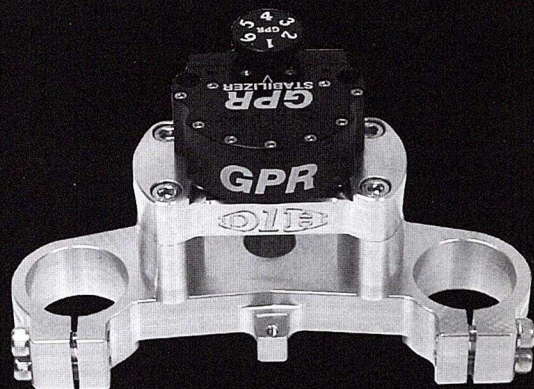
The club did a standup job of posting results in a timely manner and began passing out trophies within two hours of the last riders' time due at the Known Control. Trailing grand champ Jack Jr. and the 25 cards of Bradway, Pfeffer and Grossman was the lone 26 point card of Frank Vanaman. A likeable guy, Vanaman continues to pick his races and score well when doing so. KTM 125 jock Bob Solomon turned in a 28 point card to earn sixth overall honors and the first place prize in the A125 class. A handful of 29 cards, separated by seconds, rounded out the day's top finishers, filling the seventh through twelfth overall seeds. They were Bob Bennett (Hon), Craig Shenigo (KTM), Steve Larkin (Yam), John Robbins



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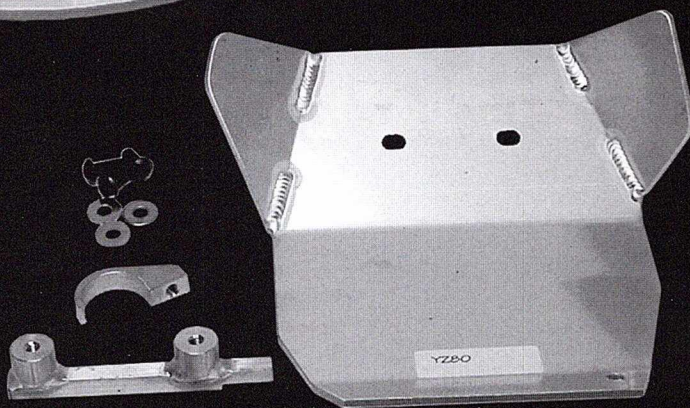
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Rich Shirk was the winner of the A Four Stroke class at Beehive.

(Kaw), Jamie Wright (Yam) and Shawn Mason (KTM), respectively. Larkin and Robbins earned first place trophies in the A Veteran and A200 classes for their trouble. In lower class action, High Points were earned by Todd Fenton (KTM) and Nicholas Jones (TM) in the B and C classes, respectively. ↑

#### Beehive Enduro Unofficial Results

Jack Lafferty Jr. Suz 24

#### Grand Champion

Michael Bradway Yam 25

#### High Point A

Todd Fenton KTM 31

#### High Point B

Nicholas Jones TM 42

#### High Point C

#### AA

1. Jack Lafferty, Jr. Suz 24

2. Marc Grossman Hus 25

3. Frank Vanaman KTM 26

4. Bob Bennett Hon 29

5. Craig Shenigo KTM 29

#### A-125

1. Bob Solomon KTM 28

2. Jason Catlett 30

3. Brian Corden Suz 31

4. Bob Aldakimov Yam 31

5. Jeffrey Botsford Yam 31

#### A-200

1. John Robbins Kaw 29

2. Bill Gilbert Kaw 32

3. Mark Schleeweis KTM 32

4. Rob Kirkpatrick 35

5. Frank Gluck Kaw 43

#### A-250

1. Steve Pfeffer Kaw 25

2. Jamie Wright Yam 29

3. Shawn Mason KTM 29

4. John Hummel Yam 30

5. Chuck Stapleford Kaw 31

#### A-Open

1. Steve Guers KTM 30

2. Mike Beeler KTM 33

3. Michael Crum KTM 35

4. James Landvater KTM 36

5. Stacey Clark Yam 36

#### A-Four Stroke

1. Richard Shirk, Jr. Yam 31

2. Lewis J Smith Jr. Hon 32

3. Carl Rehatchek Yam 33

4. Scott Devocchio Yam 33

5. Darren Russell Yam 34

#### A-Veteran

1. Steven Larkin Yam 29

2. Eric Pirie Hon 30

3. Ken Law KTM 31

4. Dan Polak KTM 31

5. Richard Stuart Kaw 33

#### A-Senior

1. Clifford Tenney KTM 33

2. Scott Snyder Yam 33

3. Mark Uth Hus 34

4. Charles Sullivan Hon 34

5. W. Fontanazza Yam 36

#### A-Super Senior

1. Scott Wolfie Hus 40

2. Jack Lafferty, Sr. KTM 41

3. Daniel Stoppi Hon 41

4. Richard Tompkins KTM 44

5. Tom Phillips KTM 45

#### B-125

1. Bob Converse Hus 33

2. Joe Cartwright Hon 37

3. Daniel Carper KTM 40

4. Ray Gamache KTM 42

5. Ja-Beep Bopp Hus 43

#### B-200

1. Dallas Ray KTM 35

2. Jacob Williams Kaw 40

3. Frank Wilson KTM 40

4. Roy Harrell KTM 43

5. Sean Kinley Gas 44

#### B-250

1. Jason Campbell Yam 34

2. James Earley, Jr. Kaw 35

3. Mike Melniczuk KTM 36

4. Larry Petronglo Kaw 36

5. Mark Fischer Suz 38

#### B-Open

1. Eric Aaroe KTM 35

2. Jim Falconiero Hon 38

3. Trevor Davies KTM 41

4. Tom Blasscyk KTM 46

5. Michael Barr KTM 47

#### B-Four Stroke

1. Mark Pasquale Yam 33

2. Joseph Dickinson Hon 39

3. David Nash Hon 40

4. Robert Barr KTM 40

5. Chris Brown Hon 41

#### B-Veteran

1. William Gilmore Kaw 32

2. Dewitt Harrell KTM 36

3. Marco D'ottavio 36

4. Jeffery Brown Kaw 38

5. Michael Biliunas Kaw 38

#### B-Senior

1. Robert Baker Hon 39

2. David Kough KTM 40

3. Kevin Koch KTM 42

4. Jay Ringler Hon 44

5. Pete Wolfe Hon 45

#### B-Super Senior

1. Kevin Littleford KTM 58

2. Harold Bockhorn Hon 60

3. Larry McIntyre Yam 62

4. Lindsay Pirie Hon 67

5. Bill Sharp KTM 67

#### C-200

1. Jack Williams Suz 42

2. David Glenn 44

3. Thomas Beecher Yam 48

4. Michale Mason 50

5. William Bartleson Suz 51

#### C-250

1. Lee Salzman Suz 46

2. Rick Carcella Suz 52

3. D. Shropshire Hon 52

4. Jesse Wilson, Jr. Kaw 53

5. Paul Whilden Hon 54

#### C-Open

1. Daniel Drew, Jr. Yam 43

2. Glenn Keesey KTM 49

3. Mike Kicinski KTM 50

4. Keith Warren Hon 50

5. Eric Johnson Hon 53

#### C-Four Stroke

1. Robert Chapman Hon 46

2. Mark Davis Hon 47

3. Jim Belsky Suz 52

4. Geoff Christmas Yam 54

5. Brian Horsey Suz 59

#### C-Veteran

1. Walter Whildin Hon 44

2. Darren Foss Kaw 46

3. Ronald Shaw, Jr. Kaw 54

4. William Cruse KTM 56

5. Chris Gaines Yam 56

#### Women

1. Kathi Cambell Kaw 55

2. June Van Driel KTM 77

3. Merle Compton KTM 79

4. Evelyn Sullivan Kaw 112

5. B. Cavanaugh Kaw 173

#### Dual Sport

1. Robert McKillips Suz 60

2. Matthew Robbins Hon 70

3. Dana Russell Yam 77

4. Matthew Vollers Suz 101

5. Gerald Rogers 114

#### Masters

1. Farrell Lord Kaw 45

2. Kem Schaefer Hus 59

3. Joseph Galie KTM 61

4. Ray Mcaloon KTM 66

5. Dan Van Driel KTM 75



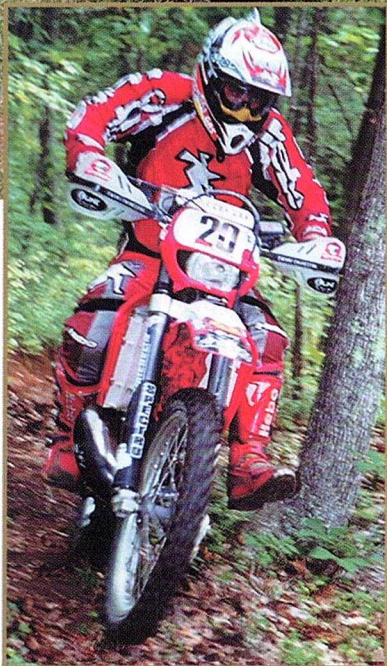
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# SQUEAKY CLEAN

## Personal power washer

By Mark Uth

Do you shudder at the thought of making a multi-hour ride home, cooped up in the hauler with aromatic riding buddies better suited for a stable? Or perhaps you're concerned about being fresh and clean when you waltz up to claim that big fat trophy that you've earned with blood, spittle and lots of fragrant sweat? Either way, the answer is some sort of portable, pit-side washing facilities. Another gas can full of cold water? Here's another, more deluxe way to do it.

### Klean Rite Portable Power Shower

The Klean Rite Portable Power Shower (PPS) is a self-contained, fully portable dispensing system for sun-heated water. As the name says, it makes a great shower when away from modern conveniences, and has a host of other uses as well. A trigger-type spray nozzle is fed by a small electric pump, powered by either a rechargeable battery or plugged into your vehicle's cigarette lighter. The five gallon container is

said to be good for approximately three showers, while the battery power source will run the pump continuously for up to 60 minutes. The DC powered system includes the rechargeable battery, its charger and a 24 foot power cord that'll plug into any automotive accessory socket. A combination of solar power and greenhouse effect are maximized in order to heat the water even in cool ambient temperatures, with a clear lid on top and the energy absorbing black container. The PPS uses fine quality materials throughout and stows completely within its own bucket for easy packing and storage.

In use, the PPS goes together easy and provides a nice steady stream of water out of its kitchen sink type spray nozzle. The pump runs quiet and steady on either power source and didn't seem bothered when running against a closed shower valve for short periods of time. Cleaning up with a trigger type "shower head" nozzle is certainly something to get used to. One-handed washing was reminiscent of my days aboard big gray Navy ships that employed momentary shower head valves to conserve water. Fortunately, unlike those Navy days, the PPS water temperature stayed consistent, it didn't smell like JP-5 (jet fuel) nor quit halfway through rinsing. Our only reservation was that the pumping pressure was kind of low.



There are plenty of other uses for the PPS around the campsite, washing dishes comes immediately to mind. The PPS is sold by KR Enterprises of Santa Clarita, CA for a suggested price of \$129.95. They may be contacted at (877)797-7469 for orders, (661)251-3531 for info or electronically at [powerwasher@yahoo.com](mailto:powerwasher@yahoo.com). ↑

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# Krause Stainless Sprocket

We don't know if it will ever wear out

**W**e wear stuff out. The pile of boots, chains, clutches and used-up parts in the *Dirt Bike* dumpster is enormous every month. But we have to admit defeat here. After months, we have failed to even make Krause's new stainless steel rear sprocket show any wear at all.

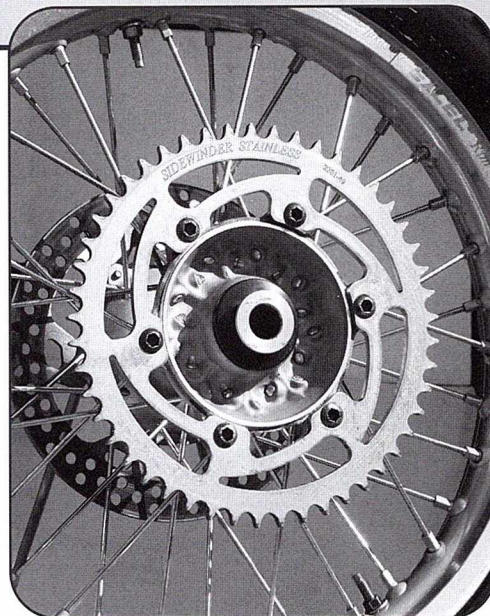
Our first attempt was in Glen Helen's Six-Hour GP. We put a 48-tooth stainless sprocket on our Yamaha WR400. Powerful bike, long race, sandy track; we figured the sprocket would be done right there. Nope, at the end it was as new as the start. Then we set out on a program of regular riding and abuse. It still looks great. It will be on that bike until someone decides to change the gearing.

Steel sprockets certainly aren't new. But sprockets are usually stamped out, which means they can't be made of very tough stuff. The end result is that the steel sprockets that come stock on some bikes wear out just as fast as aluminum sprockets. They just weigh a pound or

two more. Krause uses much harder material and then cuts them out with a laser. It's an expensive manufacturing process but the only way to do it.

Will the harder material make chains wear out faster? People told us it would, but so far we see no evidence of that. But we do know that chains and sprocket wear together—it's never a good idea to use a worn chain with a new sprocket or vice versa. So with a sprocket that never wears out, we decided it was best to use O-ring chains. If we used a regular chain, we would have to replace it before it started showing wear, and that would get expensive quick.

Then there's a weight disadvantage. If you're trying to shave ounces off your bike with expensive nuts and bolts, it would make you ill to add a pound and a half with one part. The suggested retail price is over \$120,



which is fine considering it will have several times the life of a \$60 aluminum sprocket. It will still look like new the day you sell your bike, no matter how much you ride. □

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**DIRT BIKE** says...

**"S**idewinder's SLX-2000 Stainless Steel sprocket will be around long after the rest of your bike corrodes, dissolves and returns to the earth's soil. **Sidewinder has pulled another engineering holeshot with their Stainless Steel sprocket.**"

**TRAIL RIDER MAGAZINE** says...

**"A**fter a year of extensive riding, we have to admit we are impressed. There is no evidence of wear. This sprocket will outlast the chain. **In our opinion, the Sidewinder Stainless is well worth the investment.**"

**Off-Road.com** says...

**"A**fter two years of Baja Desert abuse, the Sidewinder is in excellent condition with no visible wear on the teeth. They will outlast a six pack of aluminum units. **The SLX-2000 Sidewinder Stainless is BULLETPROOF.**"

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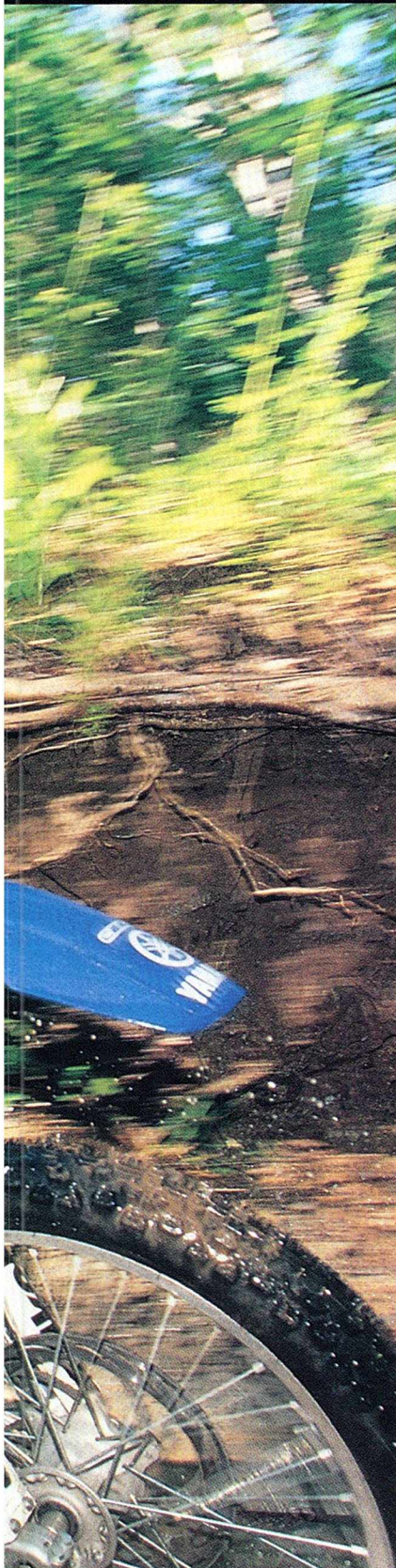


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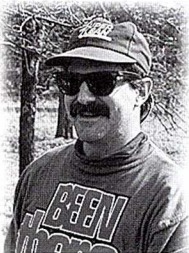
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# Motorcycle Maintenance 101: Cleaning a Carb

**W**hy clean your carburetor?

Usually it's because a previously smart-running motor starts sputtering or dies. Or perhaps it's part of the time honored "make run" drill for motorcycles that have been sitting for a long period of time. Problems that cause a carburetor to clog include:

1. Dirt intrusion—where did it come from? Dirt in fuel tank, dirt sucked past and/or around air filter, carb boots or air box/carb boot connection.

2. Corrosion and/or varnish inside carburetor.

3. Water intrusion.

Note that cleaning out the carburetor is only half the job. The other half is figuring out what caused it and preventing its reoccurrence. Tools required include flat and Phillips head screwdrivers (small and medium sizes), appropriately sized box wrench (14 or 17mm) for the float bowl drain bolt, channel lock pliers for stubborn carb tops, carburetor cleaner and compressed air.

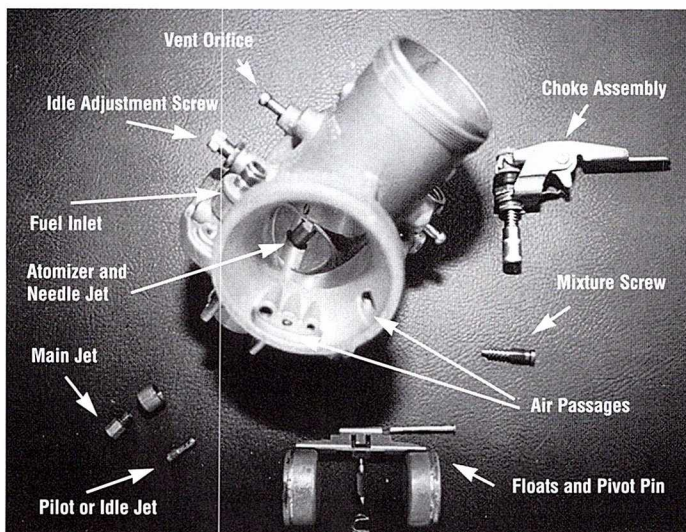
It's best to start with a clean motorcycle, to lessen the chance of loose dirt and debris falling into the intake tract. Wash and scrub accordingly. Some carbs are easily removed without any other preparations. Others (read: most late model scoots) will demand that the seat and fuel tank be removed first. On some four strokes this might include everything short of engine removal.

Begin by unscrewing the carb top and lifting out the slide assembly while it's still attached to the throttle cable. You might need to loosen the carb boot clamps and rotate the carb body to facilitate this. If you're not changing the needle position or slide, spray it off with carb cleaner and set it aside with the throttle cable remaining connected.

While you're at it, inspect the slide itself, looking for pitting and scoring on the intake (air filter) side. This tells a story of dirt being sucked past the air filter, a problem that should be immediately addressed. In extreme cases of scoring the slide will have to be replaced, lest it run the risk of jamming open inside the carb. After all this, I like to drop the carb top/slide assembly into a plastic bag and tie it off, with the throttle cable coming out the top. This keeps it clean while working on the other parts.

Pull the carb off the bike by fully loosening the carb boot clamps and working the carb body out of the intake and air box boots. Everything from here on in may be accomplished on the workbench. While wrenching on the bench, I like to work inside a large flat plastic pan when cleaning carbs, similar to a dish washing or oil drain pan. This limits spilled fuel and carb cleaner on the workbench and prevents small parts from rolling around and becoming lost.

Before disassembling the carb any farther, clean its outside by liberally spraying with carb cleaner and



*Okay, this is an ancient carb, but they're the ones that usually need a deep cleaning. Basically, every part of the carb should be squeaky clean when you're done.*

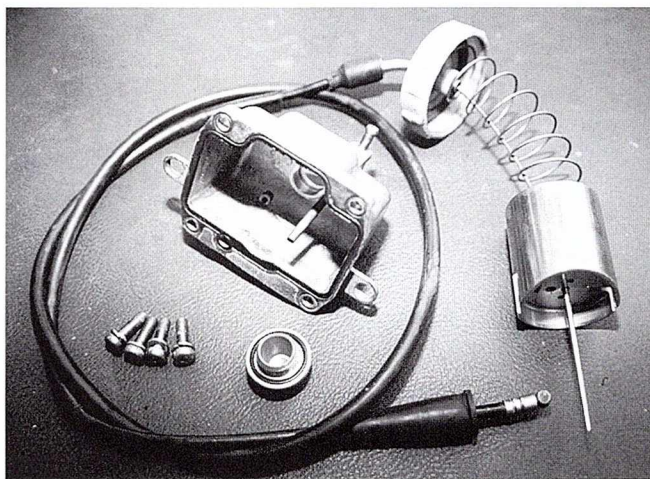
blowing with compressed air. This can be aided with a small scrub brush (e.g., your sister's tooth brush) for really tough accumulations. When cleaning crud off the outside of the carb, be sure to avoid blowing dirt and mung into the open ends and top of the carburetor, and/or prevent this by first stuffing rags into these orifices. Now we're ready to go inside.

Remove the float bowl and look in the bottom for tell-tale signs of dirt or debris. Often you'll find dirt specks, water, flecks of corrosion or other debris right in the bottom of the carb bowl. Inspect the seals or gasket between the carb body and float bowl. Replace as necessary. Give the float bowl (including the vent hose) a good rinsing and blowing with carburetor cleaner and set it aside for reassembly later.

Next we'll inspect the float valve and check the float level. Pull the fuel hose off the carb body, if you haven't done so already, and replace it with a clean piece of hose. Holding the carb body perfectly upright, lightly blow into the fresh fuel hose while slowly moving the floats upward through their stroke. Note where the float valve closes off the air stream (assuming that it does so at all). This should happen about the time that the float position becomes parallel to the carb body/float bowl sealing seam. If it fails to close off blown air, then there's a problem with

the float valve, which may be inspected after the floats are removed. Regarding float level, if the float valve closes off as described above, then the float level is probably okay, assuming that there are no other symptoms. Other symptoms would include fuel starvation after long periods of wide open throttle operation (float level too low) or fuel pouring out of the carburetor overflow hoses when the motorcycle is upright and level, or very near so (float level too high). Most motorcycle owners manuals provide a specific procedure and measurement for proper float level adjustment. Using the aforementioned convention will get you in the ballpark 99 percent of the time.

Carburetor floats are removed by simply sliding out the pivot pin. There are no fasteners on the pivot, and on many carburetors it will fall out if the carb is held sideways. The floats in modern carburetors are pretty much maintenance free, basically constructed from a solid mate-



*The float bowl and drain cap should be cleaned thoroughly, as well as that little vent tube sticking up out of the bowl. The carb slide may be worn out, if not clean it as well. That's the Jet Needle sticking out of the slide. Finally, lube the throttle cable while it's off the carb to minimize lube running into the top of the carb and bringing in dirt with it.*

rial (plastic) that floats. On older scoots and vintage projects you might find hollow floats made from plastic or brass, which can fail over time and fill up with fuel. Check out these floats to be sure that this hasn't happened. In all cases, clean off any corrosion or dirt that may have fouled the floats. Remove the choke assembly for inspection and cleaning. Choke circuits make use of a plunger that closes off an extra fuel circuit. Sometimes the rubber seal integral to the bottom of the plunger wears out. Take a look at the plunger to ensure that it's still sealing properly.

Finally, we can proceed with cleaning the carburetor



body itself. Blow carb cleaner through all vents, orifices and jets, followed by a blast with compressed air. Be careful not to spray yourself in the eyes (not that we've ever done that or anything). Our lawyer says that we have to profess that this procedure be accomplished while wearing safety glasses.

Never use pins, wire or other metal objects to clean out jets or carb orifices. With everything disassembled, carb cleaner sprayed into one hole should almost always come out somewhere else. If not, then you have to consider the possibility that that passage or jet may be clogged. Repeat spraying, blowing and soaking until all of the fuel passages are free and clear.

That's all there is to it. Reassemble the carb and reinstall it onto the bike. Be gentle when handling the floats and float valve and replacing the float bowl. When tightening down the carb boot clamps, orient the tightening screws upward (12 o'clock position) to lessen the impact of dirt and mud accumulation around them.

#### Related Tasks:

1. Rejet. You've got everything apart and that's 95 percent of the task. Is it time to try cleaning up that smoker? But don't jet for a worn engine.
2. Inspect reed valve tips for fraying and chipping. Reed valve tips can be seen through the intake boot with the carburetor removed.
3. Replace and/or reroute carburetor vent hoses. Short, cracked, or plugged vent hoses can cause your engine to die at the most inopportune times.
4. Install a fuel filter and/or clean the fuel filter. If there's dirt in your carb, chances are that a functioning fuel filter would have prevented it. ↑

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# COLORADO TRA

*It's easy to find an excuse to ride in the Rockies*

Okay, I'm not going to lie to you. While I was talking on the phone to Pete from Aloop, it came up in conversation that I hadn't been out to visit in Colorado since at least 1995, maybe more like 1992. Either way, it was too long between visits. From what I understand, the Rockies are eroding, slowly but surely, and the last thing I wanted to do was wait until they were flat to go out there and ride again. I told this to Pete, and he agreed right away that it looked like a plan, so we settled on a date.

The only thing is, we both had a limited amount of time to devote to exploring. I could only afford to come out for a long weekend, and on a summer weekend in Colorado even I know to avoid the whole Telluride/Ouray/Silverton triangle. Not because of other riders, but because of bumper-to-bumper Jeeps in the hills. All the motels are full, the tour busses are rolling in, it's a madhouse. Besides, the high altitude makes my head swell up like the Sta-Puft marshmallow man and I turn into a poster child for altitude sickness.

"Let's go somewhere lower," I told Pete, "somewhere not so touristy, and where we don't have to drive for a whole day to get there."

"You're not very picky, are you?" he said.

"No, but we only have a long weekend to do it in."

"Don't worry about it, I'm formulating a plan even as we speak," he said. "But I also have some things

hanging, like a visiting Italian for one. And also Scott Nix wants to join us. I don't think we're going to be able to ride on Saturday, but we can spend the day having other kinds of fun."

"Like what?"

"I don't know, but I'll get back to you."

The trip was further complicated by the fact that Pete didn't have a bike for himself, but I figured he'd get something together by the time I arrived. He did come up with a cool concept for a ride, though. The Grizzly-Helena Trail, up north of Steamboat Springs, close to the Wyoming border. "It's a place that's so out of the way, we'll be lucky to see anyone up there," he said.

"What's it like?" I said.

"I don't know, but I'll send you a video."

What?

So this was the magic moment when I got hooked into the whole theme of this story, and this is it: Do you want to ride in Colorado? Yes? Of course, but where? It's a great place to ride, but if you were to drive to the state, unload your bike and just look for a place to ride, chances are you'd have a sketchy time at best. You might hit on the "right" trails, you



There isn't anything bad you can say about Colorado scenery. This is a shot of the view from Roger's Pass, and the above shot in the aspens is a small part of the Grizzly-Helena trail.



might wind up in someone's yard doing donuts. Then again, you might wind up lost in the wilderness and being converted into some grizzly bear's lunch. The best way to see Colorado is to hook up with a local guide, like we've done in the past with Tracy Smith, and go on an expertly-led no brainer of a ride; but what if you could find the trails and be prepared for them on your own? Wouldn't that be cool?

This is where the video comes in. Pete did send me a video of the trails we'd be riding, only he didn't make it. A company called L&M Productions makes it, along with guide books for motorcycle and ATV trails in Colorado, roads in Colorado for the street bike folks, and the trails of Idaho. The guide books are full of information and maps of the trails, and they tell



by Paul Clipper

# ILS

you how to get there and where to find supplies, everything. The best part is that you can also order video tapes of the trails that include miles of helmet-cam footage that is literally the next best thing to actually riding the trails. Armed with all this, we were going to find the Grizzly-Helena trail on our own and see what it was all about.

When I arrived in Colorado Pete arranged for us to get together with Lloyd Liebetrau of L&M and see what they were all about. Before L&M Lloyd worked for Fay Myers Motorcycle World in Denver, and the one question he fielded more than any other was "Where can I ride my dirt bike?" The second most-asked question was "Where else can I ride my dirt bike?" Clearly there was a need for some sort of trail

## A-Loop XR Seat/Tank Kit

We'd seen pictures and read the ads about the Aloop XR Seat/Tank kit, but up until this trip to Colorado we had never ridden with one. That deficiency was taken away from the first stab of the kick-starter on our ride out there, since we were perched on one of Aloop's oldest and proudest stable residents. The XR440 was built a while ago, and served as the test bed for much of the Seat/Tank kit development, as well as dishing out weekend rides to any visiting dignitary who had a notion to sling a leg over it.

The difference between the Aloop kit and a stock bike is vast. It took us a while to remember that we were on an XR. If it wasn't for the four-stroke power underneath, it would be easy to think that the Aloop-kitted XR was just another enduro-converted motocross bike. That's how good it feels.

The kit consists, in case you haven't seen one before, of a replacement tank, a seat and a set of radiator shrouds. The Aloop XR400 tank is 2.0 gallons, which is eight tenths of a gallon smaller than the stock tank. You give up a little capacity but you gain a lot of maneuverability. The kit tank is much narrower than the stocker, comes up just a bit higher and drops far lower into the frame, although not so low that you couldn't get the spark plug out. It uses your stock gas cap and uses two petcocks, one stock and one supplied by Aloop.

The narrow tank would be useless with the stock seat, so the kit comes with its own seat. What we like about this part is that it comes with a completely built seat—not a base, foam, and seat cover that you have to assemble. I hate installing seat covers. Once you get the tank on and bolted down, the seat just slips into place and connects with the stock fasteners. It's basically the same shape as a Honda CR seat.

Honda CR-type radiator shrouds and mounting



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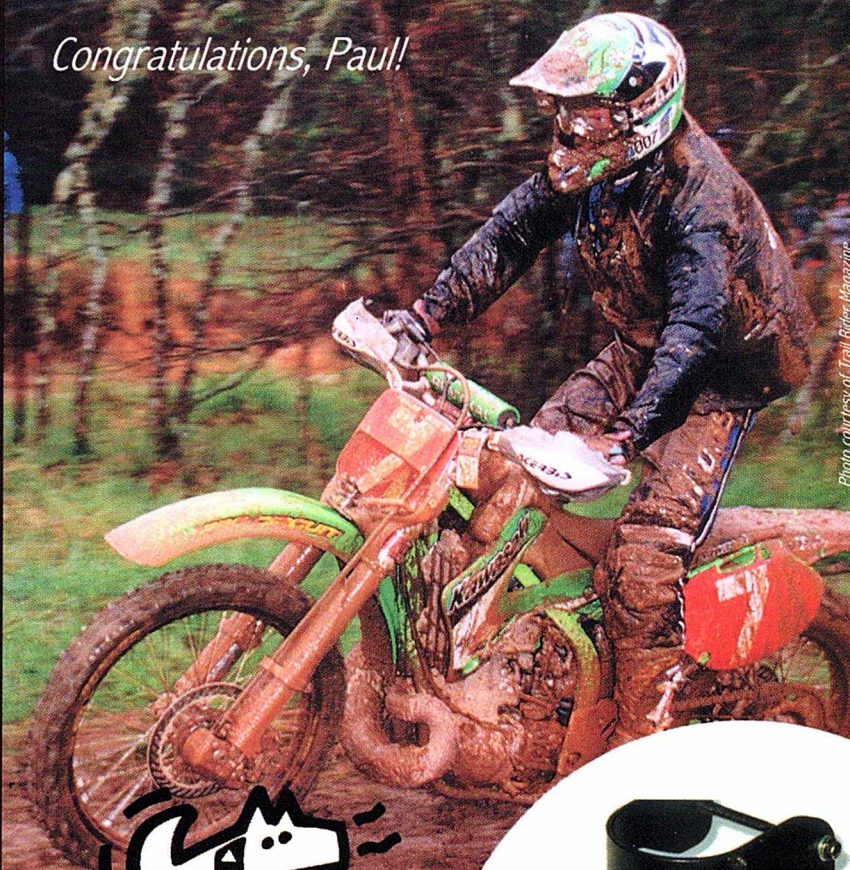



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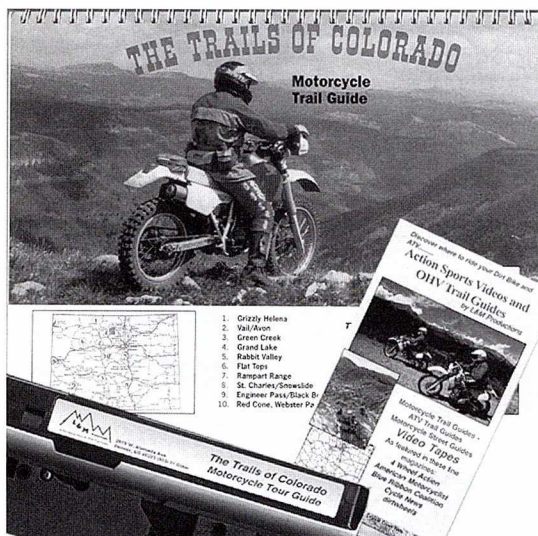
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Everything we did was straight out of trail guides available from L&M in Denver. If you're planning a trip to Colorado, getting one of these guides should be your first step.

guide of Colorado, and Lloyd and Gary Myers (the "M" in L&M) set out to create one.

They gathered up all the forest service maps, which was no mean feat. All the trails we documented, but all the maps were different, and most were inaccurate in one way or another. Lloyd and Gary determined to find a standard map size and set down their own trail maps, and why not bind them into a book so they were all available at once to any rider who needed them? In this way, the Trails of Colorado Motorcycle Trail Guide (Volume One) was created.

It turned out to be a lot of work. In order to ensure

accuracy, they determined to actually find the trails and ride them (tough job!), rather than take the forest service maps on faith, and in the course of their research they hit on the idea of video taping the trails so folks could actually see what they were going to ride.

The task mushroomed from there. Getting usable video tape of sections of the trails was a monumental task, but they kept at it and finally released the Trails of Colorado Motorcycle Video. They had miles of tape left over, so they decided to also make available individual videos of most of the trails to anyone who wanted them, to go along with individual maps. They just kept taping and editing and updating maps, and today they have dozens of videos available, as well as Volume Two of the Motorcycle Trail Guide, and ATV guides and tapes. Through it all, their attitude and mission remained to spread information about riding the trails, using the trail system, and not simply to make money. As a result the material they produce, which is unavailable anywhere, at any price, stayed dirt cheap. A 90-minute video of Colorado's Trails will set you back all of \$19.99, and the trail guides are only \$14.99.

It was an interesting Saturday morning, looking over all of L&M's materials and hearing the story of their evolution, and we left with armloads of tapes and maps, all set for our trip. We spent the rest of the afternoon perforating Arizona Iced Tea cans with a variety of handguns at Pete's house (there are more freedoms than merely riding in Colorado), and then shot skeet off the deck while we barbecued in the early evening. It was just a ton of real guy fun.

The trouble is, we never watched the videos, which

hardware complete the package. Yes, the XR doesn't have radiators, but the shrouds make the bike look modern and racy, and far better than stock—especially if your XR has a lot of miles on it. Additionally, the shrouds do funnel air into the engine area, and Aloop claims that the scoop effect may help you keep the XR engine cooler. Both the tank and shrouds are black, and the shrouds are dressed up nicely with One Industry custom graphics.

Dimensionally, the kits allows you to sit three inches farther forward on the bike, and the tank is an honest three inches narrower at the seat/tank junction. Believe me, you can feel it when you ride—three inches, in both directions, is a lot. You can get all kinds of weight forward on the bike, and between your legs there's nothing. Well, there's an XR, but it feels like a totally different bike. It feels good. The only disadvantage we see is that you lose a little fuel capacity, but make up for it with a whole lot of new comfort and rideability. For racing, it's a no brainer: get the kit.

The 400 kit we rode with also fits post-1996 XR250s, and a similar kit is available for the XR600R. All the outward dimensions are the same on the XR600 kit, except the tank holds 2.2 gallons instead of 2.0. The A-LOOP 4SMX XR400 seat/tank kit costs \$449, and the XR600 kit is \$479. They're both available online at [www.aloop.com](http://www.aloop.com), through your dealer, or by call-

might have affected our actual riding on Monday. Maybe it did, maybe it didn't, I don't know. What I do know is beginning Saturday afternoon with the shootout at Pete's we embarked on a very unconventional riding weekend. First off, we planned to drive up towards the Grizzly Helena the following day, on Sunday, but we couldn't leave until noon because that's when we'd be able to meet Scott. We couldn't leave Saturday, because we were waiting for Jarno

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Boano's plane to land. Jarno is an Italian National Enduro Champion, and Six Days hero, and he was coming over for a visit and a little fun riding, so he fit right into the plan. Starting the whole riding trip late in the afternoon on Sunday was a little whacko, but we were out to have fun rather than just load on the miles, so really none of us cared.

We all gathered together and started up there the next day, and stopped on the way and spent a couple hours outside of Winter Park riding a trail called the Ute Trail in Rogers Pass. Pete wanted us to check this area out, because it contained one of those classic cliff-side goat trails that make your hair stand on end. He figured it'd be a good warm-up, and he was right. We all had a chance to get used to our bikes (me on his XR440 with an Aloop seat/tank kit, he on a borrowed DR350 dual sport) and stretch our legs in the middle of the drive. The scenery there is great, and it's real close to civilization, but we didn't explore much farther than the tourist trails.

After camping that night, we planned to get up in the morning and ride the Grizzly Helena. We were parked at the mid-point of the trail, and we figured in the morning we'd ride the southern half, which Lloyd told us was mostly single-track, and then we'd ride the northern half in the afternoon if we felt like it. But like I said, we never looked at the video tape.

Not that that would have made us any smarter, overall. The guide book warned us that it was a very technical, challenging single-track trail, and that riding the whole thing was a very ambitious single day ride for even an expert rider. A bunch of guys who spend a lot more time talking about riding instead of the actual act should be a lot more conservative with their ambitions than we were. Well, with the exception of Jarno, who happily rode about twice the mileage we did. He did loops up and back while we helped each other up the hills and through the narrow switchbacks, and generally had a great time. We had a great time too, but riding the whole trail was out of the question. There just wasn't enough daylight.

What was it like? It was a good, technical high-mountain trail, technical in the sense that at best we could use third gear and the big trick was making sure you stayed on the narrow trail and didn't put it down the hill, where in some places it would be difficult to get back up. A few switchbacks slowed us down, as well as narrow uphill slots between huge rock walls, and in one spot a fallen tree held us back about a half-hour while we carefully picked out a way around it. All good mountain riding, with occasional breathtaking views, and only three other hikers along the way.

But we all had to get back to work, with the exception of Jarno, so we did the southern half of the ride and admitted defeat for the time being. Now that we knew where it was, and were armed with maps and videos, we knew the way back and pledged to come up here next time with a more realistic riding plan and two days to explore.

But it's not about us. The important thing is that all these trails exist, and are cataloged on both paper and tape, and you can easily see them the same way we did. There are dozens of whole trail systems in Colorado, and all of it is worth exploring. It's best to allow a lot of time; factor in driving time between the places you want to visit as well as riding time, and measuring the time in weeks would be best. But still, even if you only have a long weekend to spare, it's never time wasted!

For a brochure of L&M's videos and trail guides, get in touch with them at 2015 West Alameda Ave., Denver CO 80223; or call (303)77-RIDER, or fax to (303)205-1126. ↑

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# A TRAMP ABROAD

Following the KTM dealers on a week of discovery in Austria and Germany

## The Factory Tour

Every year, every motorcycle manufacturer dreams up some good way to introduce their new year's models to the company's dealers. It seems that the Japanese companies favor Las Vegas for their unveilings, and this September there were at least two of them doing just that. KTM, on the other hand, wanted a way to top their beach party in San Diego last year, and also saw a great opportunity to show off their new factory. The dealers don't get this for free, much as they'd like. However, KTM put together a trip that cost somewhere around \$1400 for a week including a factory tour, a day riding as many of the bikes as you could possibly manage, free time to tour Salzburg,

Austria, and Munich, Germany, all transportation between the two and admission into the huge Intermot Motorcycle Show in Munich. A lot of the food was taken care of, and if you restricted your caloric intake and the urge to buy souvenirs, I believe a person could have spent the week without wrestling more than \$100 additional out of their wallets. With friends, you could do even better. Mike Lafferty went almost the whole week without ever opening his wallet, until we stuck him with a taxicab fare.

So KTM offered me a spot on the tour, and naturally I jumped at it. It had been 15 years since I'd been to Mattighofen, Austria, and the old factory (I worked for KTM at the time), and I had been wondering in recent years if I'd ever come up with a good excuse to



The new guard and the old. Stefan Pierer (left) is the enthusiastic CEO of KTM today, and Rudolf Knuenz is the Financial Director of the company. Below, John Penton (right) is the man responsible for KTM in the U.S. today. He's taking the tour with Dave Mungenast (left) and Dave Rathbun.



The new factory is vast and impressive, but the most striking thing about it is the huge glass case right out front, highlighting selected models from the history of KTM production. It is flat-out awe inspiring.



The wheel building area was very impressive. Pneumatic spoke nipple feeders and auto truing machines can make a wheel every 12 minutes.



There are four state of the art assembly lines in the new factory. Watching these guys put together a bike makes me feel like I've got ten thumbs.



go back and see the changes there. This was a prime opportunity, and I was out the door in a flash.

Getting there was painless. One of the only benefits of being close to New York City is a quick proximity to two huge international airports, and driving two hours north to Newark makes a trip to Germany as quick and easy as going to a mall. An overnight trip found me and dozens of KTM dealers in Munich, heading for Salzburg, Austria, and the motherland of KTM.

The factory is in a small town on the Mattig River, east of Salzburg about a half-hour by car. We were in huge, lumbering busses that defied all laws of physical space that took about 45 minutes to get there. Five



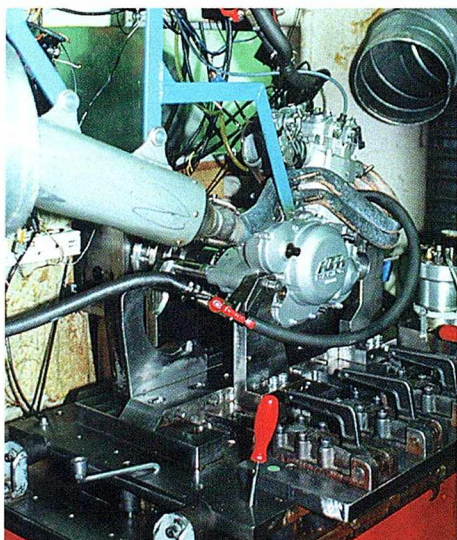
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thousand hearty souls live in Mattighofen, which has spent most of its last 1000 years as a farming community, only begrudgingly becoming a factory town in 1948 when KTM first opened its doors.

Originally, KTM made motorcycles and bicycles for domestic use, slowly dropping the motorcycle line in favor of bicycles and small scooters until a brash American named John Penton walked into Erich Trunkenpolz's office (the "T" in KTM; Mr. Kronreif supplied the "K," and the "M" either stands for Mattighofen or the German word for Motor-factory, depending on who you talk to) and asked if he'd be interested in building a motorcycle that would revolutionize off-road riding in America. That, of course, is a tale that has been told many times before and can hold up to being told once again, but not in this story. Maybe we'll drag that subject up by the hair some other time.

The last time they'd let me in the door, the KTM factory comprised the original group of buildings, fairly close to the town center. Within this group of three or four fairly small buildings (a total of about 75,000 square feet, KTM produced all of its motorcycles and bicycles, and had just dug out a corner large enough to install a sophisticated and expensive aluminum radiator construction facility. Without too much exaggeration, in 1985 I had to practically step over people to get from one end of the factory to the other. You had to pass through the R&D department to get into the corporate offices quickly; the first time I had ever seen the prototype of the LC4 engine I stubbed my toe on it trying to get to Kalman Cseh's office.



Every engine assembled at KTM is connected to a rig like this and run before it ever even sees a frame.

Things are very different now. There is a new factory building that houses the assembly lines and parts warehousing, and the old factory buildings only supply room for fabrication, welding and casting preparation. In other words, all the dirty, noisy tasks are done here. Half of the old factory buildings were sold and are now dedicated to production of the KTM bicycle, which is owned by another company and completely separate from KTM motorcycles, although they still use the same logo.

What happens in the old factory is exhaust pipe production, frame and swingarm production and welding, CNC machining of vendor-supplied die-cast parts, and engine assembly and testing.

All of the exhaust pipe parts, two stroke and four-stroke, are molded, bent, welded and ball-polished on the premises, then sent out to vendors for nickel or chrome plating. 160 pipes and silencers can be finished in one day here. Frame parts are cut and welded together and sent out for powder coating, and the swingarms are welded together, heat-treated and ball polished on site. Parts of the swingarm are brought in as extrusions, most significantly the new one-piece swingarm blades found on the new SX machines this

## The Bikes

As part of KTM's big Austria trip for their dealers this year, the KTM factory set aside one day as a test ride day for all the 2001 KTM models. It apparently took a fair amount of promises made and cashing in of favors to get permission to use the land set aside for the ride. The day was set up on a piece of farm property—right behind the barn, actually—that had been used for motocross racing in the past. Everybody liked the old races there, so we were told, except the town officials, and politics being what they are the races were banned. KTM got permission to use it this one day only, under some strict guidelines, and we're all very grateful they did.

It's always fun to ride somebody else's bikes. It's especially fun to arrive at a track and see everything groomed to perfection and something like 40 brand-new bikes lined up and ready to ride. Sweet! I went straight for the brand-new 520 MXC, just to see what kind of job they did on it. New for this year, it's an "MXC" version of last year's 520 EXC, meaning it has electric start, 6-speed trans, 18 inch rear wheel, a spark arrestor, o-ring chain, 14 liter fuel tank and no lights. It's basically the hare scrambles version of the 520EXC. The track we were riding was somewhat smooth but soft, already starting to chop up, and right away it was apparent that something about the suspension was better than my stock 400EXC at home. It seemed plusher, although good and firm like you'd want a track bike. Good power, the strong mid-range kind of power that KTM is getting out of all their four strokes. There's a 400 version of the MXC that's exactly the same, just with the smaller motor.

The coolest thing about the 520MXC is the new gas tank. It's a big 14 liters, that's 3.7 gallons to you and I. KTM made the bigger tank by building the radiator spoilers into the tank, much like the accessory desert racing tanks of old. This design allows the extra capacity without making the tank too fat or tall, and actually the MXC tank feels fairly narrow when you ride. We'll bet this new tank finds its way onto a number of enduro bikes out there.

Next on the list was the 520 EXC, just for comparison, and believe it or not the EXC suspension felt very different. Just like the bike I had at home, the 2001 520 EXC suspension was very soft in the beginning of the stroke, and then stiffening up very quickly in the bottom half, too quickly for my taste. The bikes are supposed to be coming with exactly the same suspension, but here they were working completely differently. Leave it to WP to explain, and I'll insert my standard disclaimer that your suspension has to be set up for you alone, and that's the only way you'll be happy on it. Both the MXC and EXC engines felt identical.

I went from the 520 to the 250SX, partly because the "SX" models are ones I rarely ride, and partly because the 250 is a fine example of what all the SX machines are like this year. The big news is that KTM made a new fuel tank for the MXers, with the translucent plastic that we saw on the four strokes last year. The new tank is narrower and makes the SX just as slim as the Japanese motocrossers, and in addition you can finally see your fuel level, and fill your tank without overflowing it. Very cool.

The SX has a close-ratio transmission that makes picking the right gear a lot easier, and all the engine

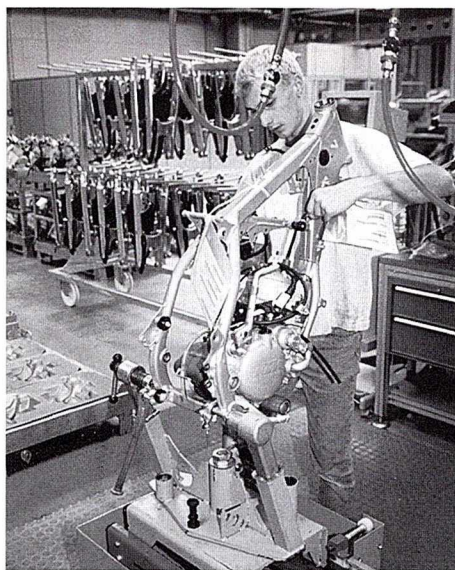
year. This whole part of the tour is a mass of sparks, flames and smoke, with 150 frames and swingarms finished on any given day.

After the cases are machined, engine production begins, and this part of the factory can produce about 160 engines in a day. Some of the internal parts are created here, but most of the gears and such come from outside suppliers in Austria and assembled here.

*We all had a chance to ride the complete line of 2001 KTM's, on a very cool dirt track prepared exclusively for us. Below: What would you like to ride?*







*Witnessing a birth: This is the way all new KTM's start, with an engine and a frame on the line.*

Interesting things included the fact that the first thing a finished engine case gets is an engraved number and a bar code all its own, and is tracked for the rest of its life through the factory. Also, every engine is painstakingly connected to a machine once it's finished, started and run and checked for anomalies before it even leaves the building.

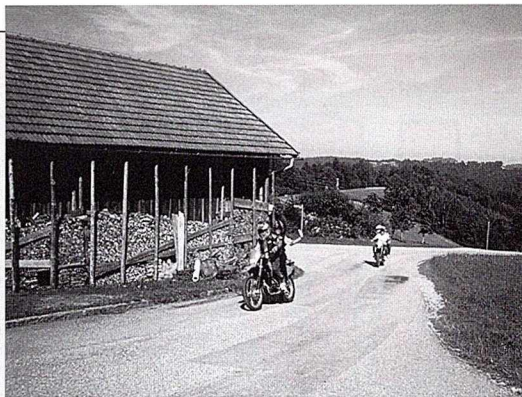
When I last visited the factory, they had just bought their first CNC machine, and were still figuring out how to program it. Now KTM has 13 CNC machines packed into the factory, all humming and grinding out

improvements gave it a lot of pep. There is a raft of things KTM has done to the new two-stroke motors, including new pistons, new combustion chamber shape, different ignition curves, on and on. You can't see any of it, but they all run sweet, so I guess it's all good. For us enduro guys, the 300 water jacket has been increased by 8 percent, which should help keep that engine cooler in the woods.

After riding the 250SX, I have to admit getting distracted from my work. There were a lot more bikes to ride, but I wound up accidentally in line for a street bike ride. I never get to ride street bikes in my work, so I thought about it for a second and then put my name down on the list. KTM had a few Dukes out on the line, as well as a couple of Supermotos, and some LC4 dual sports and one of the huge 640 LC4 Adventure R machines. They're all based on the 640 LC4 engine (with the exception of the 400 LC4 dual sport), and all different ways of getting around on the pavement. KTM had about a 30 minute loop set up on the local roads, winding all around the green-farmy hills of Austria, and I saw this as a good opportunity to try out some smooth tire bikes and see some fine scenery, so I jumped on a Duke and decided to check it out.

What a blast.

The guy leading the ride was Joachim Sauer, a legend in Six Days competition, being a 125cc class champion in the early '80s, and then three or four time 350cc Four Stroke champion, as well as German enduro champion at least once. He was leading the pack on what looked like his own 620 LC4 dual sport bike, with knobby tires and a tow rope wrapped



*We spent the afternoon buzzing around the countryside on KTM's street bike. Never knew they were so much fun!*

around the rear fender rack. He looked mellow enough as I followed behind him out of the farm, and he checked behind him to make sure everybody was together and following...and then he nailed it. He had that LC4 pinned, and it was Mr. Toad's Wild Ride once again. You know, there are just too many hungry cops on the roads back home for us to ride like this, and I was freaking out trying to keep him from getting away. He would respectfully back off the throttle when we passed houses, giving us at least a little chance to catch up, and then he was off again, riding that dual sport like it was a road race bike.

He finally stopped to let everyone re-group after a half-dozen miles or so, and the pack was strung out for about a mile at this point. Those of us lucky enough to keep him in sight sat speechless and buzzing in a cloud of brake smoke, waiting for the rest to catch up, and then it was off again, riding just as

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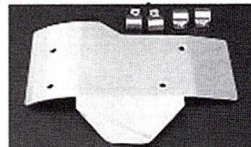
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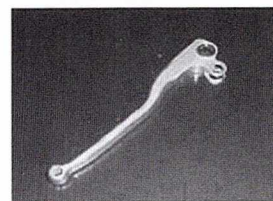
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parts day and night.

This whole old-factory facility still seems kind of cramped, but plans are underway to build a brand-new addition to the new factory to house all the manufacturing processes. KTM's spare parts department, which is housed in yet another warehouse on the other side of town, will also be moving to an addition to the new factory, and eventually it will all be housed under one group of roofs.

The new factory, as it stands now, is a 235,000 square-foot behemoth, with 600 people under its employ. The Austrian owners like to brag that the factory took only 11 months to be operational after the initial planning. What they don't mention is how long it may have taken to get approval to build there. Mattighofen is a proud old town of farmers and shopkeepers, and it must have taken some extreme politics



*Crated up and ready to go. We were told the factory was working on a capacity of 150 bikes produced each day. These are packed for the local market.*

to get the city fathers to allow this bean field to be farmed into a factory. Unlike the situation we have in America, a small town like Mattighofen is loathe to grow if it doesn't have to, and even permission to build a house is very grudgingly granted, according to the locals we talked to; forget about the price of land. Because of this, KTM's growth and additional demands on the local work force has created a commuting society in this neck of the woods, drawing workers from many towns around. Locally, there is an unemployment rate of something close to two percent, which means pretty much everyone is working their tail off.

The new factory is a beautiful piece of work. It's a long, low building constructed in something like three sections. The factory is orange and black and bordered in the front by a hundred-yard long glass case holding a somewhat representative timeline of KTM's history of bikes. It is striking to see, and a photo probably won't get the whole effect across. Seeing all those bikes in a line lets you know right away what's going on inside.

There are four state of the art assembly lines inside, a warehouse with \$15 million in parts and sub-assemblies waiting for final assembly, a quality control section where every completed bike is run on a dyno, and a packaging and shipping department. One of the coolest areas was the wheel assembly area, where rims and hubs are mated into finished wheels. There's a lot of hand-work here, but they have the coolest tools. Like a pneumatically-fed nipple gun that allows the operator to start all the nipples in a rim in about three minutes. From there the wheel goes into a Marchetti truing machine that automatically sets near-final tension of the spokes, and then a factory worker hand-trues the final wheel. They can produce 400 finished wheels per shift in this department.

Good thing, too, because the assembly line can fin-

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hard as you can handle.

It was way too much fun. This was the first time I had ever ridden a Duke, and it is a totally cool bike. It's an electric-start 640cc single cylinder wrapped in a low-slung street bike chassis. The tires are practically treadless and stick to the road like Velcro, and it feels like you could drag the handlebars on the asphalt with this bike and not slide out. One ride and I was hooked; I had to ride some more.

I poached a ride on a 640 LC4 dual sport for the next street ride, and got to feel the difference between a 17 inch front street tire and a 21 inch dual sport tire. There is very little comparison. While the dual sport bike felt good and balanced on the road, there was little of that confidence that comes from a purpose-built road bike. I thought I liked the Duke the best, but after a long lunch I tried out the Supermoto and went ballistic.

Europe is in love with a contraption known as a "Supermotard" bike, or in the case of KTM they call the configuration their "Supermoto" line. For the local European market, everything is fair game as far as Supermotard goes—125cc two-stroke Supermotard bikes are common in just about every manufacturer's line, and 80cc and 50cc-powered Supermotard machines are not unheard of. It's a huge craze; KTM makes it's Supermoto in all sorts of sizes for the home market, but there will be a limited number of the 640cc machines available in the States this year.

The KTM 640 LC4 Supermoto is basically a nearly full suspension LC4 dual sport chassis with 17-inch dirt track wheels and tires front and rear. It handled really well on the dirt path leading out of the farm, and then on the asphalt it was unreal. Both ends stuck like glue, and with the 17-inch front it hugged the road like you wouldn't believe. I can see now why Supermotard bikes are so popular in Europe—if you ride mostly on the street, this is the dual sport bike of your dreams. I could get into big trouble with one of these in my garage.

The day ended too soon, at 3:00 in the afternoon, and we reluctantly shuffled away while the KTM folks packed their bikes and went home. There was one last hurrah, when a dozen of us volunteered to ride the street bikes back to the factory. I got on the Supermoto once again, and it was a race for your life back to Mattighofen. I knew it was a heck of a ride when Guy Cooper said afterwards, "I just went to the back of the pack. I couldn't stay with you guys, it was too scary. I'm an awful street rider..." It's not every day you hear a confession like that! All I can say is there were no injuries and everybody stayed upright on the ride back, which was a miracle in itself.

It was a great time, a good track, the best lunch tent ever, and over way too soon. I'm sorry I didn't test ride the whole pack of dirt bikes, but I was having fun. We'll get to testing many of the EXCs at least during this season, so look for full tests later on. ↑

two weeks more machinery was arriving to double that capacity.

One large department (75 employees) in a corner of the new factory houses KTM's R&D department. This is the only factory area with high walls all around it, and though we toured through there were only saw through the walls in one small room. In this room lay the LC8, KTM's much rumored vee-twin engine. It is much more than two LC4s joined together, although it may have started that way. The one we saw was fresh from a dyno run, and we were not allowed to take pictures of it. We saw another one at the InterMot show in a glass case, but it looked quite a bit different than this one. Also at InterMot, and you'll see a photo in this issue, was a concept bike created around the LC8 engine. KTM wants a twin for a Paris-Dakar style enduro bike, and for a series of bikes to expand their street market from the single-cylinder Duke, Rally Adventure and Supermoto bikes. I also saw Mike Rosso of KTM ride by on an LC8 bike at the factory, so there's at least four of these engines in existence. No better evidence exists that KTM is looking to the future, and they made no bones to admit that they weren't afraid of taking on companies like Triumph and Ducati in the street market when the time comes. Wild!

It made me wonder what was behind those R&D walls we weren't allowed to see through. Whatever, the plain evidence was there that KTM was a bigger, bolder, and much more aggressive company than the one I remembered back in 1985. For a company that suffered turmoil and bankruptcy less than a decade ago, and nearly shut its doors forever, KTM is heading full throttle for the future, and it's a real pleasure to see them doing so well! ↑

ish up 200 motorcycles per day. Once the bikes are done and off the line, they're rolled to a dyno in the QC department, hooked into place where the front wheel is quickly rolled to make sure all is well, and then the bike is kick-started and run on a rear-wheel dyno. The operator, with ear protection in place, runs the bike up

through the gears and watches the dyno curve on a screen. If anything looks unusual the bike is rolled off to be dissected, otherwise it's rolled to a staging position until the shipping department can get at it. We were told that Shipping can crate and ship 160 motorcycles a day, in its current configuration, but within

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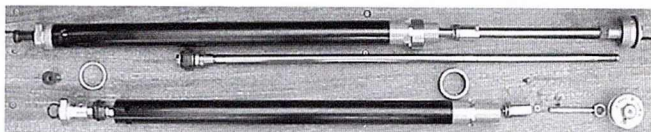
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# SLIP SLIDIN' R.

Eleven rounds gone and it hasn't been dusty yet

by Paul Clipper

## Hardrock GNCC

Round 10, Fairmont, WV 8/27

**Y**ou know, we were hoping for dry weather this weekend. I figured it would be late summer, the GNCC was coming back from its break, the ground would be dry, all would be well. Even if it was dusty, that would be okay. We've had so much rain this season that every GNCC so far, with the exception of the first and third rounds, was sloppy, wet and slippery.

Just once—at Hardrock—we could have a dry one.

But no such luck. Zack and I arrived on Friday and looked the place over. Jeff Russell and crew were just finishing things up in a very compact starting area, and it looked good, as usual. Then we went for a walk in the woods, and wished for a set of golf spikes. Although it wasn't raining at the time, it had rained just about all during the week before, and the woods were saturated. It was going to be another slippery monster, and for Hardrock that was an issue.

The Hardrock course was originally envisioned by Big Dave Coombs as a replacement for the Blackwater 100, which, in its time, was deservedly billed as "the World's Toughest Race." Covered with slippery sedimentary rocks, and laid out across the spine of two huge hills, Hardrock is legendary for three nasty uphill that go by many names, but are usually billed as the Papa, the Mama, and the Baby hills. Actually, they're all the same hill, just different ways to get to the top. The Papa is the shortest, but also the steepest. The Mama is the usual line, but very tricky. The Baby is just that, easy, but a much longer way up the hill. In dry conditions it would be a challenge. When that clay is wet, it can be torture.

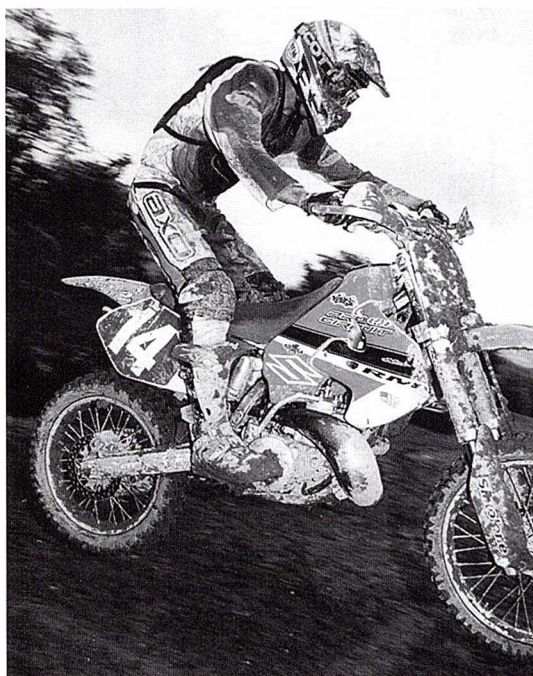
Saturday saw the usual ATV and Junior races, just getting things warmed up. The ATV's did a

good job of skinning some of the wettest mud off the course, but then they also dig ruts into the softer places. The kids take a shorter course around, and aren't affected by the hill. They do have to contend with the mud, though, but they all seemed unaffected by it. Maybe it would be okay on Sunday.

Of course, then it rained a little on Saturday night. Who could ask for anything more. Shane Watts had to get down to business at this race. The KTM factory rider was leading in the points, but still in a vulnerable position for Paul Edmondson and Rodney Smith to take advantage of. I figured out ahead of time that Edmondson needed to win the last five races—assuming Watts finished second—in order to win the championship. If Watt's didn't finish a race or two, then anything could happen, and Smith was in line for something, a long shot admittedly, and so was Steve Hatch. If nothing else, there was a fierce race for second coming up, and the way this series is going finishing second or third is still a major accomplishment.

In the end it came down to a duel between Watts and Doug Blackwell, and Blackwell was definitely on his game. The Yamaha, Answer, Smith, Dunlop, FMF, IMS, CTI Sprockets, Arai Helmets, DP Brakes, Silkolene, Factory Effex, Tech Tubes, VP Race Fuels and Scott's Performance-sponsored rider turned a holeshot into a race-long good position, and fought off Watts on the last lap, for his second win this year.

"The Big Mama hill decided it on the last lap," Blackwell told us. "Actually, I had pulled ahead of Shane and had maybe five or six seconds on him, and I lost concentration and fell down like an idiot. He



*Clockwise from right: Paul Edmondson and mechanic Rob Walters watching the championship possibilities tick away; Rich Lafferty (left) gets a helping hand up the Mama hill, still heading for third in class; Jim Jarrett topped everyone at the John Penton, his first win; and Doug Blackwell and Shane Watts at the Hardrock.*





# EDIN'

caught me and got by, and I got back up and stayed with him until we got to the Mama hill. He went left and I went kind of up the middle, same way I had been going all day. I was looking over, trying to gauge where he was, and I saw I was going to come out first, so that was the difference today."

Blackwell led the first lap with Kawasaki's Fred Andrews right behind. Andrews moved up and took over the lead for laps two and three, but couldn't hold onto it in the slippery rocks and dicey uphill. "Yeah, I got bit by the hill," he said. "Those guys were going good, but I was on it, I was going fast. I got back in the lead on the two-lap board and I was charging, but there were so many rocks out there you never really knew what was going to happen. I hit a loose rock with my back end and I fell down, Doug and Shane both passed me and I figured well, I'll just try to catch them. So I floored it, caught back up to them and threw it away right here on the white flag lap, and that was pretty much the end of my day. I didn't want to give up, I kept on going, but these guys rode a good race, and I've got no excuse but myself."

The pressure was on Edmondson, and a lot of us expected him to dominate, since he's a mud man from England, but it didn't turn out that way. Edmondson seemed to be fighting for control most of the day, and circulated in a dismal sixth or seventh place, finally finishing in sixth. That put him in a spot where his only chance to beat Watts was if Watts started DNFing.

Smith also had a lackluster day, but he also appeared on an unusual bike for him, a completely tricked out DRZ four stroke. He rode strong and con-



Chuck Woodford is quickly making a name for himself with top finishes overall and a 250A class championship.

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Fred Andrews has been riding strong late in the season, but still a few places out of the win.

ificent, but couldn't break into the lead group. He had a good start on the DRZ, fourth place on the first lap, but fell backwards after that, finishing seventh. His teammates fared similar luck, with Steve Hatch getting a bad start and circulating around tenth before crashing and bending his rear brake rotor, and DRZ pilot Mike Kiedrowski struggled in the slippery stuff until he finally finished 14th.

KTM pilot Mike Lafferty had an unusual day. He started really well on a 400SX four-stroke, hitting the first turn in the top ten, but later dropped from the scoring mysteriously. "I laid it down real quick in one turn, got back up and got going, and I didn't know it but I punched a hole in my ignition cover," he told us. "It started shooting oil out, but then it quit on one uphill when I think the ignition got fouled. It started again later, so I don't know what I did to it." When his bike stopped he pulled over, and went back on the course to help a rider who had broken his leg, starting a rash of rumors in the pits that Lafferty had broken his leg! Things got all sorted out when he re-appeared on his feet again.

With his rivals mired in the pack and clear sky within his reach, Watts tried moving out front, but couldn't hold onto the lead. "I was taking it easy today. It was pretty tricky out there; the guys kept falling over so I kept moving up a position at a time until on the last lap I was in first place. I think maybe I was riding a bit too conservative to win, but Doug rode a fantastic race and deserves this win," he said. "He had the good line going up the hill! I picked the wrong line early, had a little trouble going up. I went left after that all the time. It looked like it might have been faster to the right, but I figured it was better to be safe than sorry and get up the hill. I'm in a position to wrap up the championship, so I figured a second place is better than a DNF."

At the end it was Blackwell, Watts and Andrews in that order, and plenty glad to be done with the rugged Hardrock conditions. Chuck Woodford did a great job in his first Pro class race, after wrapping up the A250 class on his Kawasaki, and finished Hardrock in a strong fourth place. He was followed in by GNCC veteran Barry Hawk, who couldn't get any farther forward than fifth, to the disappointment of his many local fans. Edmondson and Smith were sixth and seventh, and Robbie Jenks (Yam), Jason Raines (Yam) and Jim Jarrett (Suz) finished out the top ten.

On an international note, Italian national enduro champion Jarno Boano came to the Hardrock to try out GNCC racing, sponsored on a CR250 by Shenandoah Honda. Boano, who has numerous top

#### Hardrock GNCC

##### Class Results

##### Overall

1. Doug Blackwell YAM
2. Shane Watts KTM
3. Fred Andrews KAW
4. Chuck Woodford KAW
5. Barry E Hawk Jr YAM
6. Paul Edmondson KAW
7. Rodney Smith SUZ
8. Robbie Jenks YAM
9. Jason Raines YAM
10. Jim Jarrett SUZ

##### Open A

1. Jeremy Berwanger KTM
2. Jeff Fischer YAM
3. Dave Gunn HON
4. Jeff Murgel YAM
5. Jeff Melik YAM

##### 250 A

1. Andy Shea KTM
2. Bill Atkinson KTM
3. Richard Lafferty KTM
4. Daniel Beck GAS
5. Aaron Kopp SUZ

##### 200 A

1. Cole Calkins KAW
2. Joshua Knapp KAW
3. Keith Callahan SUZ
4. Denny Anderson KTM
5. John Rentschler KTM

##### Four Stroke A

1. Brad Hamrick YAM
2. Curt Wilcox SUZ
3. Darius Lattea YAM
4. Scott Phillips SUZ
5. Thomas Asher YAM

##### Vet A

1. Tony Taraborrelli YAM

##### 2. Dennis Decker KTM

##### 3. Jeffrey Hursh YAM

##### 4. David Bittner HON

##### 5. Patrick Flynn KAW

##### Senior A

1. Tim Shephard YAM
2. Keith Rodgers KAW
3. Andrew Smith GAS
4. Mike McCarren YAM
5. Troy Schlereth HON

##### Open B

1. David Wolfe KTM
2. Eric Houck HUS
3. Benjamin Williams KTM
4. Troy Wertz KAW
5. John Karcz KTM

##### 250 B

1. Brian Wright KAW
2. Gary Fridley SUZ
3. Len Kapton KTM
4. Blair Jackson KTM
5. Ryan Wiebelling YAM

##### 200 B

1. Mike Mihalik KTM
2. Scott Watkins KAW
3. Anthony Glasso SUZ
4. Brian Melik KAW
5. Todd Morrow KAW

##### Four Stroke B

1. Bryan Muscavitch SUZ
2. Timmy Luckadoo SUZ
3. Donald Haukins YAM
4. David Riel HON
5. Matthew Shultz YAM

##### Vet B

1. Lionel Asselin YAM
2. Kevin Dalpiaz HON
3. Darryl Schulz HUS
4. David Powell YAM

##### 5. Ray Owens HUS

##### Senior B

1. Richard Stroud YAM
2. James Vicheck YAM
3. Mark Mihalik KAW
4. Mark Yukevich YAM
5. Randall Hillegas YAM

##### Sportsman

1. Rick Claxton HON
2. Dale Stegall YAM
3. Paul Clipper KTM
4. Kevin Austin YAM

##### Super Senior

1. Terry Mealer YAM
2. Ronald Bohn YAM
3. Joe Hull YAM
4. Jack Falbo KAW
5. Terry Flynn HON

##### 200 C

1. Jeff Snouffer KTM
2. Eric Noel KAW
3. Adam Delph HON
4. Brandon Maxwell KAW
5. Eric Scheirer KTM

##### 250 C

1. Terry Deal HON
2. Stephen Guenther HON
3. Eric Stewart YAM
4. Chris Cowden KAW
5. Michael Geis YAM

##### Open C

1. Gary Carrier KTM
2. Jeremiah Ervin HON
3. Samuel Allen GAS
4. Nathan Merrill KAW
5. Makoto Kurashita KAW

##### Four Stroke C

1. Carl Pettit YAM
2. Gary Yough YAM

##### 3. Ben Butler HON

##### 4. Tad Daniels SUZ

##### 5. Eric Remick YAM

##### Vet C

1. Darin Ekis KTM
2. Gregory Swiger HON
3. Kevin Cozzi KTM
4. Gene Swidwa SUZ
5. Dino Colaanni KTM

##### Senior C

1. Mark Willman SUZ
2. Von Brachna YAM
3. Raymond Drugmand SUZ
4. Derek Wiefeling YAM
5. Rodney Frecker HON

##### Women

1. Jennifer Shultz YAM
2. Heidi Landon HUS
3. Dawn Silvia KAW
4. Bonnie Hamrick YAM

##### Mini Jr

1. Thad Duvall KAW
2. Dustin Woolf YAM
3. Scott McClure KAW
4. Allen Nutter Jr YAM
5. Morgan Green KAW

##### Mini Int.

1. Joshua Gaitten KAW
2. Charles Mullins HON
3. Cody Calkins SUZ
4. Christopher Bach KAW
5. Brian Guenther YAM

##### Mini Sr.

1. Travis Green KAW
2. Justin Dyke KAW
3. Bryan Happle YAM
4. Sean Young KAW
5. Wallace Palmer SUZ

ISDE finishes to his credit, as well as a top five finish in this year's World Championship Enduro series, conquered his race nerves and explored the course quickly but carefully, finishing a respectable 11th overall.

## The John Penton GNCC

Round 11, Millfield, OH 9/10

The John Penton was the only GNCC I missed this year so far, taking the tour to Austria instead with the KTM dealers and trying to diminish Germany's beer supply as well. The odd thing to me is that John Penton, the namesake of this race, was in Austria as well. So we both missed it.

Parts of it I didn't miss, I'm sure. Word was that Saturdays' racing was some of the best of the season, with a warm day and a perfectly set course, no mud and little dust. It didn't even rain on Saturday night, which is probably the first time this year. "Oh, the morning race was beautiful, you couldn't ask for anything better," said Women's class racer Heidi Landon when I talked to her. "It was such a great course, fast and dry and fun to ride, but then right before the afternoon race there was a downpour that just killed everybody."

Heidi had an awful day again, breaking her power valve and wrecking her engine on the first lap. "That was pretty much the end for me," she said. "Jennifer Shultz won again, and there's no way I can catch her if she keeps riding, which I know she will." It was tough luck for an effort that started out really strong, but just couldn't hold up against Shultz's excellent riding. "It was a learning year for me," said Heidi, "I'll be back to try it again."

There's nothing like a last minute downpour to mix up the results, and Burr Oaks was the perfect setting for it. The bad weather gave Suzuki rider Jim Jarrett the chance he's been looking for all season. Barry Hawk (Yam) took the holeshot, but Jarrett was right

on his heels, and throughout the lead swapping and high attrition during the race, Jarrett held onto second

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<b>Burr Oaks GNCC Class Results</b>					
<b>Pro</b>					
1. Jim Jarrett	SUZ		2. Jeffrey Hursh	YAM	
2. Chuck Woodford	KAW		3. Jeffrey Lauth	KAW	
3. Doug Blackwell	YAM		4. Richard Burbick	GAS	
4. Fred Andrews	KAW		5. Tony Taraborrelli	YAM	
5. Barry E Hawk Jr	YAM		<b>Senior A</b>		
6. Robbie Jenks	YAM		1. Tim Shephard	YAM	
7. Randy Hawkins	YAM		2. Keith Rodgers	KAW	
8. Patrick Garrahan	KTM		3. Kenneth Mills	KTM	
9. Jarno Boano	HON		4. Troy Schlereth	HON	
10. Jason Raines	YAM		5. Mike McCarren	YAM	
<b>Open A</b>			<b>Open B</b>		
1. Jeff Murgel	YAM		1. David Wolfe	KTM	
2. Jeremy Berwanger	KTM		2. Eric Houck	HUS	
3. Dave Gunn	HON		3. John Hammond	KTM	
4. Mark Adkins	KTM		4. Kris Aldridge	KTM	
5. Rodney Reese	KTM		5. John Karcz	KTM	
<b>250 A</b>			<b>250 B</b>		
1. Andy Shea	KTM		1. Gary Fridley	SUZ	
2. Marty Aloisio	KTM		2. Ryan Wuebbeling	YAM	
3. Richard Lafferty	KTM		3. Phil Smith	HON	
4. Aaron Branham	HON		4. Andy Brannon	YAM	
5. Ricki McAtee	SUZ		5. John Barber	YAM	
<b>200 A</b>			<b>200 B</b>		
1. Cole Calkins	KAW		1. Anthony Glasso	SUZ	
2. Mike McCrear	KAW		2. Justin Fluharty	KTM	
3. John Rentschler	KTM		3. Mike Mihalik	KTM	
4. Joshua Knapp	KAW		4. Michael Faulk	SUZ	
5. Brian Guethhoff	SUZ		5. Scott Watkins	KAW	
<b>Four Stroke A</b>			<b>Four Stroke B</b>		
1. Darius Lattea	YAM		1. Bryan Muscavitch	SUZ	
2. Ryan Barrett	KTM		2. Paul Blaner	YAM	
3. Kyle Milne	YAM		3. Timmy Luckadoo	SUZ	
4. Brad Hamrick	YAM		4. Charles Wertz	YAM	
5. Scott Phillips	SUZ		5. Jeff Corra	KTM	
<b>Vet A</b>			<b>Vet B</b>		
1. Steve McSwain	KAW		1. Ray Owens	HUS	
			2. Randy Smallwood	SUZ	
			3. Mike Jenkins	SUZ	
			4. Larry Musick	YAM	
			<b>Senior B</b>		
			1. Mark Steen	YAM	
			2. Mark Mihalik	KAW	
			3. Benjamin Smith	YAM	
			4. Robin Miller	SUZ	
			5. Michael Schwartz	SUZ	
			<b>Mini Jr</b>		
			1. Thad Duvall	KAW	
			2. Adam Giddings	SUZ	
			3. Allen Nutter Jr	YAM	
			4. Morgan Green	KAW	
			5. Kailub Russell	SUZ	
			<b>Mini Int.</b>		
			1. D R Atwood	KAW	
			2. Charles Mullins	HON	
			3. Joshua Gaitten	KAW	
			4. Cody Calkins	SUZ	
			5. Christopher Bach	KAW	
			<b>Mini Sr.</b>		
			1. Justin Dyke	SUZ	
			2. Travis Green	KAW	
			3. Bryan Happle	KAW	
			4. Jonathan Woodford	KAW	
			5. Kyle Chaney	YAM	
			<b>Sportsman</b>		
			1. Terry Cunningham	GAS	
			2. Shane Nalley	SUZ	
			3. Doug Whitmer	YAM	
			4. Gary Roach	PEN	
			5. Kevin Brown	PEN	
			<b>Super Senior</b>		
			1. Terry Mealer	YAM	
			2. Joe Hull	YAM	
			3. Frank Erbe	YAM	
			4. Lennie Rhoades	KAW	
			5. Terry Flynn	HON	
			<b>200 C</b>		
			1. Jeff Snouffer	KTM	
			2. Eric Noel	KAW	
			3. Brian Howell	SUZ	
			4. Patrick Thrall	YAM	
			5. Jeffrey Eggleston	KTM	
			<b>250 C</b>		
			1. Terry Deal	HON	
			2. Stephen Guenther	HON	
			3. Eric Stewart	YAM	
			4. Clay Courson	YAM	
			5. Christopher Spear	HON	
			<b>Open C</b>		
			1. Samuel Allen	GAS	
			2. Danny McClinton	KTM	
			3. Gary Carrier	KTM	
			4. Clint Edwards	SUZ	
			5. Mike Harris	KTM	
			<b>Four Stroke C</b>		
			1. Carl Pettit	YAM	
			2. Henry Turner	YAM	
			3. Cecil Rose	YAM	
			4. Jeff Schersched	HON	
			5. Eric Remick	YAM	
			<b>Vet C</b>		
			1. Darin Ekis	KTM	
			2. Shawn Downing	KTM	
			3. Jeffrey Moore	KAW	
			4. Kevin Cozzi	KTM	
			5. Daniel Frkuska	SUZ	
			<b>Senior C</b>		
			1. Charles Cress	HON	
			2. Mark Willman	SUZ	
			3. Kevin Outland	HON	
			4. Steve Brunton	YAM	
			5. Raymond Drugmand	SUZ	
			<b>Women</b>		
			1. Jennifer Shultz	YAM	
			2. Bonnie Hamrick	YAM	

it stick for the next two laps. This event being a combined AMA National as well as GNCC, Jarrett is credited with a win in each.

And what of the other team riders? Shane Watts (KTM) came into the event needing another win to ensure his points lead and cinch the series, but this event didn't do it for him. "Ah, I was riding like a squid in the mud, falling down, and I thought 'What's the use?'" I wound up pulling out with one lap to go," he told us. His four-lap finish was still good for 12th place points, and though it wasn't a win it still padded his points lead. As bad as 12th was, it still beat the 21st place finish of Kawasaki's Paul Edmondson, Watts' main rival for the series championship this year. Edmondson drowned out in a puddle on the second lap, losing a large block of time and pulling into the pits once he got the Kawie started again.

Rodney Smith (Suz) suffered similar luck, getting a rock stuck in his clutch linkage and losing time trying to figure out why his clutch wouldn't work. He later on bailed down a huge downhill and wound up quitting in disgust, well back in time.

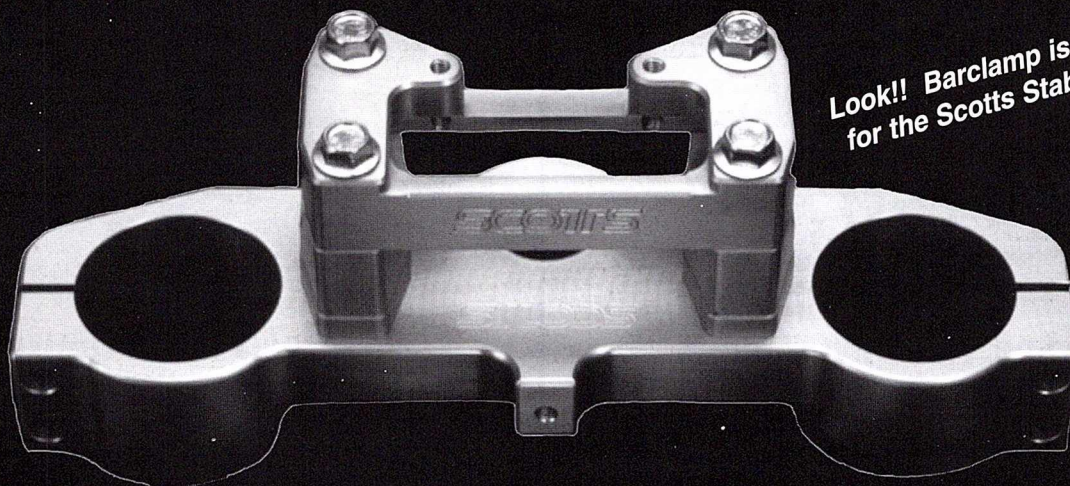
Bad as the weather might be, there's always a winner, and as the rain hammered down as the rest of the riders straggled into the finish line, with Woodford coming in just 53 seconds behind Jarrett. From then on out whole minutes separated the Pro class riders. Blackwell as next, then Fred Andrews (Kaw), Barry Hawk, and Robbie Jenks (Yam). Randy Hawkins (Yam) used his enduro skills to good advantage and finished seventh overall, followed by Pat "Does It Ever Stop Raining Back East?" Garrahan (KTM) in eighth. World Enduro competitor Jarno Boano, riding a Honda, finished ninth overall in his second and final GNCC this year, probably taking back to Italy the same sort of question Garrahan asked. Yamaha's Jason Raines finished out the top ten. ↑

no matter who the leader. Doug Blackwell (Yam) had it for a while, then Kawasaki's Chuck Woodford moved

up and took the lead on lap three. Both riders pitted at the start of lap four, and Jarrett got out first and made

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Even More....

# COOL STUFF

Trying out more interesting products

By Mark Uth

## Acerbis Sphere Boots

After spending many miles (and years) in the saddle shod with Hi Point and/or Alpinstars boots, we've spent the past couple of seasons wearing Sidi riding boots. The deal on late model Sidi's is that they offer unequalled protection and durability at the expense of being a bit on the stiff side, even well after substantial breaking in. Acerbis's new Sphere boot appears to be of an Alpinstar-esque design, and in our opinion wears a lot like those acclaimed foot savers. As such, the Sphere boot makes ample use of the latest materials to protect and strengthen the basic top grain leather boot shell. This includes the obligatory injection-molded shin plate, toe and instep plastic armor, bio-foam padding around the calf and shin and an elastic leather top with unique Velcro cinch strap. Supporting the footwear is a high



density rubber sole with a steel shank insert and toe protection. Everything you'd expect from a premium boot.

The most novel features on the Sphere boot have to do with buckling and closure. A new buckling system features adjustable, replaceable plastic straps with stainless steel dual locking buckles. In addition, there's a simple yet functional boot-top cinch strap that helps keep your knee pads in place and debris out. Regarding the new buckles, their performance offers ups and downs. On the positive side (and certainly the most important) this buckle stays buckled exceptionally well, better than just about any other buckle design we've seen. However, the buckles themselves are sometimes difficult to cinch down, especially in cold weather. As a result, we found it helpful to keep buckles cinched even when the

boots are being stored. Another positive, we found that even though the Sphere boot is made from thick, tough top grain leather, it remains flexible, easy to break in, and comfortable from the git-go. Sphere boots are available in blue or black color schemes, each with chrome trim in sizes 6 through 13. The MSRP for the Sphere boot is \$229 American. Contact your dealer or Acerbis USA.

## Spectro SX Air Filter Oil and Filter Cleaning Solvent

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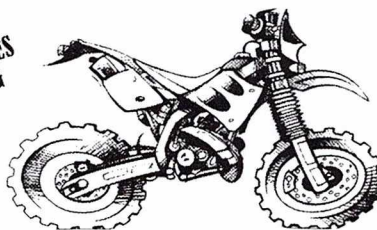
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November 26, 2000

All SETRA classes will run in the standard SETRA two race format

Gate fee: \$5.00 per person

Entry fee: \$25.00

**SETRA Numbering system will be used!**

Rider's meeting at 10:30am, first race at 11:00am, second race 1:00pm

Sign up the day of the race only!

## The 24th Annual Sumter "Junior" Enduro

January 27, 2001

Normal SETRA classes will run in a two race format (see entry form)

Pre Entry fee (prior to Jan. 15) \$13.00

Post Entry fee: \$15.00

**Bring a watch.....it will not be a Hare Scramble!!!!**

Registration open from 10:00-1:00

Rider's meeting at 12:30, first race at 1:00

Start location will be at or posted at the SERMA clubhouse

SETRA Mini  
Enduro of the  
Year Winner

Get a Pre-  
Entry form!  
See bottom.

## The 32nd Annual Sumter Enduro

January 28, 2001

All SETRA rules and classes will apply.

Pre Entry fee (prior to Jan. 15) \$30.00

Post Entry fee: \$35.00

**No phone entries accepted. No row changing allowed.**

Registration open Sat. 4:00-6:00pm, Sun. 7:00-9:00am

Rider's meeting at 8:15am, Key time 9:00am

Approx. 65 miles at 24 mph average. One Gas Stop and one Aux. Gas

2 Time  
SETRA  
Enduro of the  
Year Winner

Entry forms  
available!  
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Start of SERMA events will be at the SERMA clubhouse west of Sumter, SC off Hwy 261 between Wedgefield and Pinewood. Follow Green arrows to the start. (Junior enduro may not start on clubhouse grounds, but directions to the Junior Start will be posted there!)

Concessions will be available on the SERMA clubhouse grounds on all event weekends, including breakfast Sunday morning. Proceeds go to the Wedgefield Fire Dept.

Primitive camping allowed on SERMA grounds-no hookups, quiet time 10:30 pm Saturday until 7:00 am Sunday.

Area Motels (all area codes are 803): Comfort Suites 469-0200, Sleep Inn 469-0500, Holiday Inn 469-9001, Hampton Inn 469-2222, Best Western 773-8110, Days Inn 469-8400, Ramada Inn 775-2323, Economy Inn 469-4740, Eagle Inn 494-8600, Travelers Inn 469-9210, Carolinas Inn 773-1200.

For more information, contact during weekdays: Trey Wellborn (803)-494-2627, Larry Seruya (803)-469-2573 or Ray McCoy (803)-481-5179.

For enduro entry forms or row information, look on the SETRA website ([www.setra.org](http://www.setra.org)), the Scorekeeper's website (<http://home.att.net/~gnoxon/>), contact Johnny McCoy via e-mail at [jmccoy41@msn.com](mailto:jmccoy41@msn.com), 7:00-9:30 nights at 803-481-5169, or send a SASE envelope to SERMA, 1055 Waterway Dr., Sumter, SC 29154



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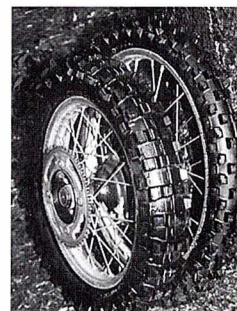
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## Dunlop D755 Tires for 80cc Bikes

Too much fun for kids. Dunlop's soft terrain favorite D755 tire is also made for 80cc sized MXers. Like the full sized meats, the mini 755's widely space knobs provide berm shredding traction and good cleaning in mud and sand. As such, they're an excellent soft terrain tire with good crossover capability to intermediate terrain and rock riding. They just don't chunk rubber, either. D755 tires are made from a tough rubber compound that delivers good tread wear and tire longevity, more than enough to get the neighbors plenty PO'd at your backyard track. Dunlop tires are available from better dealers and mail order suppliers everywhere.



## Rebel Gears

Rebel Gears manufactures alloy sprockets for all current motorcycles as well as a number of vintage and specialty applications. They specialize in aluminum alloy rear sprockets made from 7075 T6 aluminum produced by smelters right here in the U.S. All Rebel Gear sprockets are 100% machined (no stamping). Company president Doug Chestnut says he uses the tightest manufacturing tolerances in the industry, twice as tight as the competition. This, he says, produces a better, longer lasting cog.

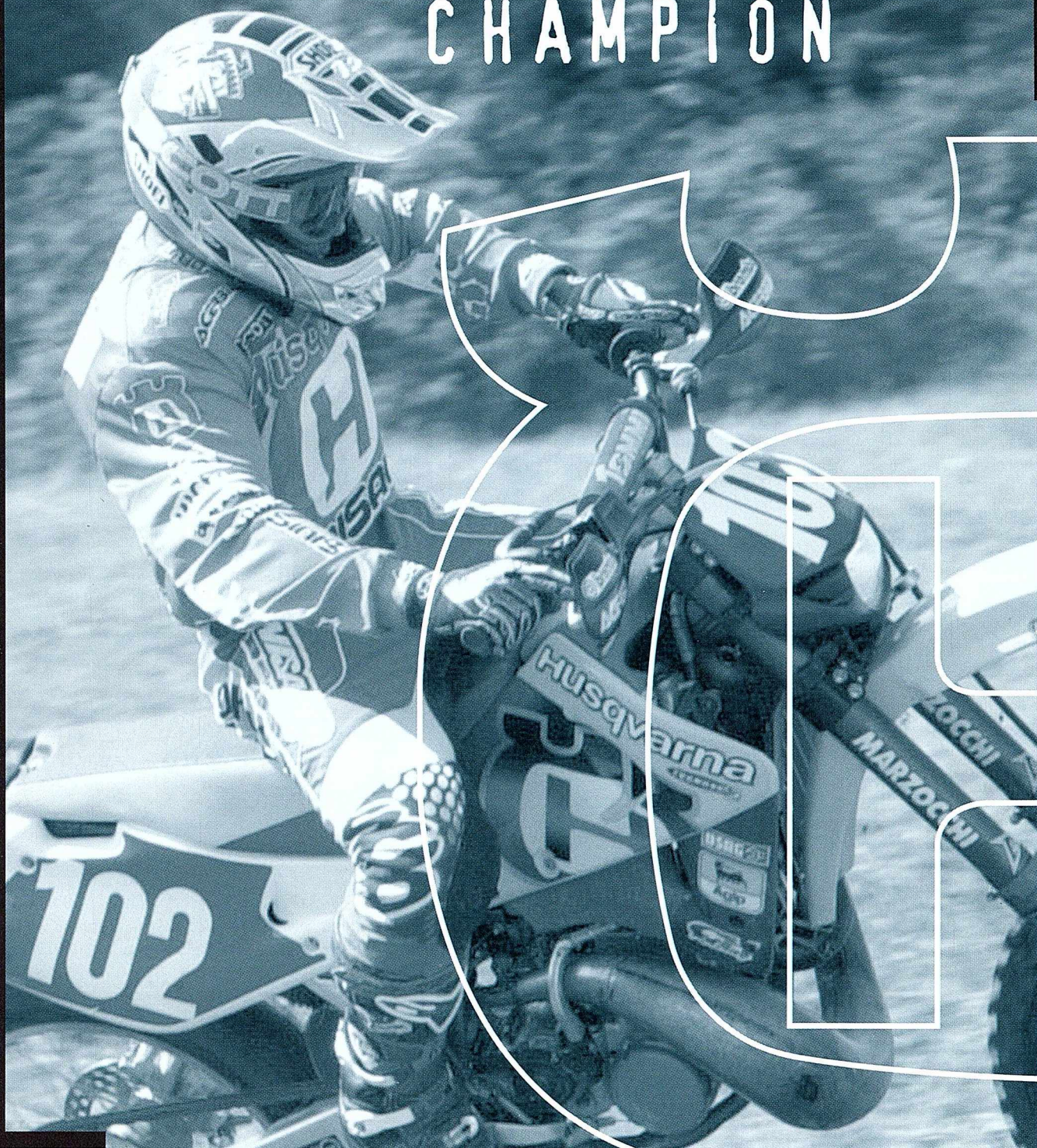
Rebel Gear's standard sprocket has a satin natural aluminum finish. There is an optional hard anodizing treatment that gives the sprocket a greenish/gold hue. Hard anodizing is a neat feature that adds up to two times the life to a standard alloy sprocket. Other options include an extra light cut (additional lightening holes) and a radial grooving for better mud cleaning. All standard alloy sprockets sell for a uniform \$39. Doug says that he keeps prices down by maintaining a low inventory—many sprockets are made to order. Rebel Gears also carries a full line of steel front and rear sprockets and chain for most motorcycle applications..

The sprocket pictured is a one of Rebel's top of the line units that features hard anodizing and the radial cut. For more information, contact your dealer or Rebel Gears at (877)851-2504 (toll free for orders) or (931)788-1617 for information. ↑





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# Husqvarna

MOTORCYCLES

Congratulations to Stefan Merriman for winning the World Enduro Championship on a Husqvarna WR250 thus handing Husqvarna its 22nd World Enduro Championship, 16th Manufacturers Title, and 59th World Title.



# INTERMOT MUNICH

*Checking out the goods at one more of the world's biggest motorcycle shows*

As a final part to the KTM dealer trip, everyone was treated to one day at the Intermot motorcycle show, one of the many billed as the largest on earth. We've never been to the Milan show but we hear it's huge, and then on the other hand there's a show in Cologne, Germany, that claims to be just as big. We know that the Anaheim, California, trade show was one of the biggest, and Las Vegas also has a huge trade show. But we can compare the annual Indianapolis Aftermarket Expo with Munich, and it's easy. Indy is only aftermarket parts, and there are very few motorcycle companies there. Munich is mainly motorcycle companies—take them away and Munich would be puny compared with Indy, which should be a point of pride among all you Hoosiers out there.

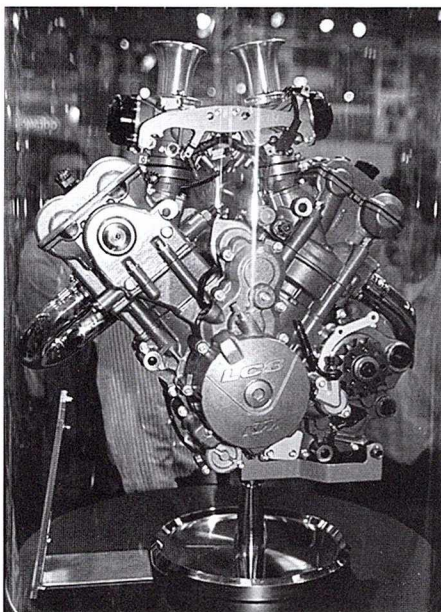
Intermot does have huge, flashy booths by industry leaders like Honda and Yamaha, and the BMW "booth" was massive by all standards. But the interesting thing was the vast array of motorcycles and scooters you've never heard of, all Asian companies vying to get into the European market. It's a part of the business we'll never see in the U.S., that's for sure.

We saw the LC8, the vee-twin 946cc street bike that KTM is developing, and also stood and poked at the Yamaha YZ250 four-stroke as well as the WR250 four-stroke that we've yet to see in this country. The hit of the show was the Münch Mammut, a huge, \$75,000 V8 behemoth that you can buy and watch the creation of over a live Internet feed (interested parties can contact Jerry Randall of Valley Motorsports, who hopes to take delivery of his some time this spring). It was a smorgasbord of all things motorcycle, and we wore our feet out in the one short day we had there.

We also wore our feet out in Munich, beer capital of the world and home of Oktoberfest, which was due to start just the week after we were there. We looked around for anyone in training, tuning up for Oktoberfest, but they all seemed to be just consuming brewed beverage at the usual pace, which is fairly steady. We got into it for the little time we

had, and enjoyed drinking beer and eating pretzels and *weisswurst* out in the sunny parks, but soon enough had to go back home to the States (where you better not get caught drinking beer out in public!).

There's not much to write about. It was a visual trip, so here's a bunch of pictures and as many pseudo-intelligent captions that we could write..



*KTM's new V-twin engine was a real head turner, a surprise from a formerly single-cylinder company.*



*KTM's Adventure 950 concept bike is a vehicle for their V-twin engine. It's more super motard than street, and even has a dual sport look to it. The message was, "It could be anything."*



*It was no problem to prod, poke at, or even sit on Yamaha's new YZ250 thumper.*



*Everybody had "Super motard" bikes, in every imaginable engine size. This Husky is based on the TE610 engine.*



*There were more scooters than you could imagine at Intermot, of all shapes and sizes. This is an Italjet, with an incredible dual-swingarm chassis. Full race!*



# CHEN

NS



The biggest booths had dancers and paid performers to draw maximum attention. It's a lot like going to the circus on a summer afternoon.



Same goes for the new WR250. It was there, and looked ready to ride. We'll see them this winter.



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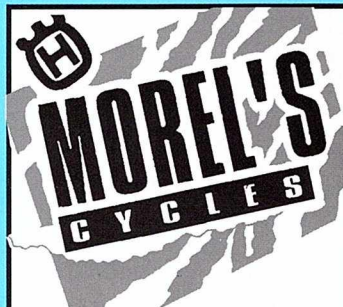
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# Good Move

**T**hat sound of someone clapping you heard when the wind was blowing from the southwest was me. I was applauding our 'steamed Editor's decision NOT to print our treasured collections of injury X-rays. The idea seemed to me like the Boston Pops orchestra planning an album of sour notes. I've no

rides seem to have aquatic tendencies and can find water in seemingly arid terrain.

Like beavers, they sometimes build dams on tiny streams and delight in placing their arrows where the water is up to their knees—up to their knees when they are standing on a perfectly placed submerged tree trunk lying at the ideal 45 degree

The nice thing about it was that the tears in your eyes could be just the thing you need to wash out one of those annoying grains of sand you occasionally pick up off the rooster tail from the front tire.

Then, in the SAME month every motorcycle magazine, this one included, came out with a magical solution to the wet, non-functioning, brake problem. It wasn't just better than sliced bread, it was bread **ALREADY BUTTERED!**

The magazines told us all we had to do was just take off those brake shoes, clamp them in a vise, and cut grooves in the linings at an angle and the rotation of the wheel will **PUMP** the water and slop overboard right quick.

Now I'm not saying this **DIDN'T** work; it really was an improvement. Unless, of course, you angled the grooves the wrong way so that the rotation of the drum would pack wet glop and small aquatic wildlife into the brake backing plate.

With this fine grinding compound packed, under pressure, around the brake cam pivot rod, and flowing into the bearing surfaces, you'd soon discover that your friendly local dealer would gladly drill a new hole in the backing plate and make a long-life brass bushing, which didn't cost much less than a new backing plate but **DID** do away with the hassle of lacing in a new set of spokes.

Even with properly angled grooves the glop would pack into the grooves and dislodge next time the rim 'bottomed' on a hard rock.

For the next few wheel revolutions you'd be back where you started with a fresh layer of slippery mud on the drum and a stopping distance that ended with the first, second, or third substantial tree in front of you.

Say, this is beginning to sound like a history lesson and all I wanted to do was thank Clipper for NOT doing that injury article.

And document one of the main reasons they happened. Disc brakes: we **LOVE** 'em. And Christmas bonuses also.

—Ed Hertfelder

*Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ★*

*"Riding along all like that, all out of balance, it didn't take long to get a thigh cramp about the size of a softball that could feel like a nuclear reactor running wild in your leg.."*

doubt they could do such a thing, and it might make interesting hearing, but when a musician hits a sour note it's usually just a matter of acute, but temporary, embarrassment. When a trail rider makes the same sort of dumb mistake he bleeds and bruises, or worse, and suffers for anything from a few minutes to the rest of his or her life.

Manufacturers know that it would be hard to sell a motorcycle with a reputation for easily getting out of control. And they know that a rider with a heavy, very uncomfortable cast on a limb isn't about to buy a new motorcycle anytime soon. And he ain't about to buy the SAME brand that pitched him onto his head with the suddenness of a lightning flash just because there was a black tree root across the trail that looked **EXACTLY** like a shadow.

So you might say that the improvements on suspensions and tires and brakes are the manufacturer's serious commitment to insuring that riders can not only enjoy riding a hundred miles of trail on Sunday. That's a given. But they also want to ensure that you can get to work on Monday looking more or less bushy tailed and **ANXIOUS** to get back on the job, and make yourself eligible for a bigger Christmas bonus that—well, you know the rest.

Anyone who has ridden an older trail bike, and has a more or less intact memory base, might recall one of those lightning trips into the ground as he shaves around a chin scar in the morning. In my case, shaving around a scar on the top of my head.

Right near the upper floor of my memory bank, just below the time when I discovered that girls were not only different—they were a **LOT** different—are recollections of something most motorcycles had that caused a great many rider injuries. They were called drum brakes.

They were soluble in water, and worse than that in the thin slimy conditions you meet right after a downpour when it looks like tan bedspreads are flowing up alongside the front wheel. Even without the downpour many of the jerks who lay out trail

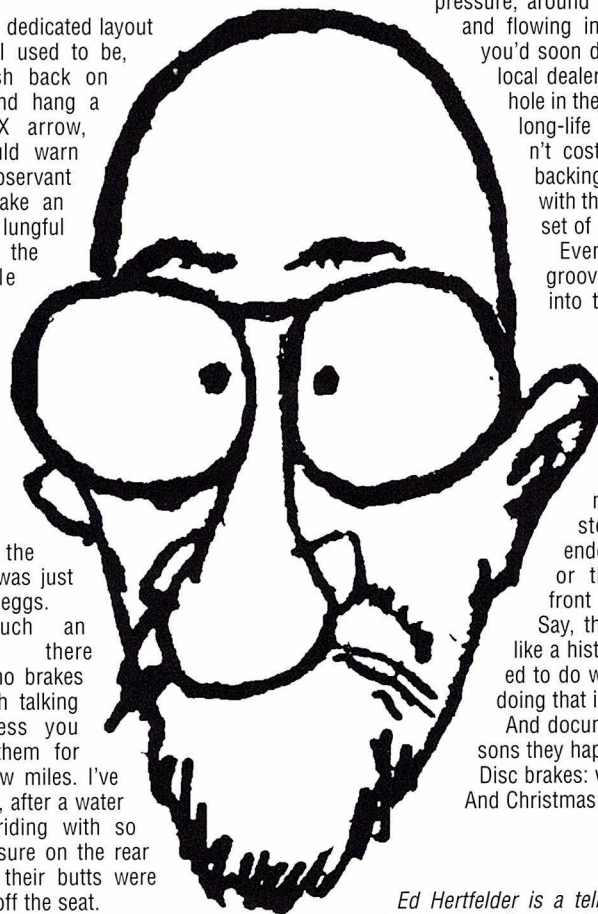
angle and heavily coated with a slippery layer of frog eggs.

The more dedicated layout jerks, like I used to be, might slosh back on the trail and hang a **DANGER X** arrow, which would warn the more observant riders to take an extra deep lungful just before the motorcycle blindsides itself on the log and converts instantly into a cloud of hot steam with an oily smell to it.

Maybe the oily smell was just boiled frog eggs.

After such an excursion there would be no brakes at all worth talking about unless you 'dragged' them for the next few miles. I've seen riders, after a water crossing, riding with so much pressure on the rear brake that their butts were six inches off the seat.

This was definitely not a pleasurable way to motor along either. Riding along all like that, all out of balance, it didn't take long to get a thigh cramp about the size of a softball that could feel like a nuclear reactor running wild in your leg.





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Allen Gravitt  
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Industrial Nail Vendor  
Real KTM rider



BAXTER APPROVED

PHOTOS: SCOTT COX



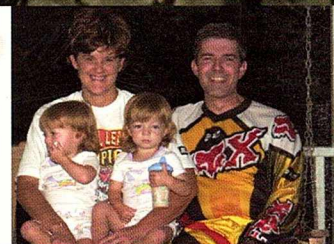
2001 KTM 200 E/XC



At speed somewhere in the deep Georgia woods



WP 43mm USD upside down forks



Team Gravitt



K Style is the official race gear of Team KTM

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